

**** WARNING ** WARNING ** WARNING ** WARNING ****
This document is intended for informational purposes only.

Users are cautioned that Caltrans does not assume any liability or responsibility based on these electronic files or for any defective or incomplete copying, excerpting, scanning, faxing or downloading of the contract documents. As always, for the official paper versions of the bidders and non-bidder packages, write to the California Department of Transportation, Plans and Bid Documents, Room 0200, P.O. Box 942874, Sacramento, CA 94272-0001, telephone (916) 654-4490 or fax (916) 654-7028. Office hours are 7:30 a.m. to 4:15 p.m. When ordering bidder or non-bidder packages it is important that you include a telephone and fax number, P.O. Box and street address so that you can receive addenda.

Note: Addenda information is NOT included with the electronic documents available via electronic file transfer. Only bidder or non-bidder package holders listed with the Caltrans Plans and Bid Documents section as described above will receive addenda information.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS
AND
SPECIAL PROVISIONS
FOR CONSTRUCTION ON STATE HIGHWAY IN
LOS ANGELES COUNTY AT VARIOUS LOCATIONS

DISTRICT 07, ROUTES 5,10,60,101,134,170,210

For Use in Connection with Standard Specifications Dated JULY 1999, Standard Plans Dated JULY 1999, and Labor Surcharge and Equipment Rental Rates.

CONTRACT NO. 07-4G0204
07-LA-5,10,60,101,134,170,210-Var

Bids Open: June 29, 2000

Dated: May 22, 2000

IMPORTANT SPECIAL NOTICES

- Attention is directed to Section 3 of the Special Provisions, regarding award of contract. The periods of time specified in Section 3-1.01, "Award of Contract," of the Standard Specifications, within which award of contract may be made have been extended for this contract.

SPECIAL NOTICE

Caltrans is conducting a pilot program in cooperation with Surety 2000, to test electronic bond verification systems. The purpose of the pilot program is to test the use of Surety 2000 for verifying a bidder's bond electronically.

Surety 2000 is an Internet-based surety verification and security system, developed by the surety industry. Surety agents may contact Surety 2000 at 1-800-660-3263.

Bidders are encouraged to participate in the pilot program. To participate, the bidder is asked to provide the "Authorization Code" provided by Surety 2000, on a separate sheet, together with the standard bidder's bond required by the specifications. The bidder's surety agent may obtain the "Authorization Code" from Surety 2000.

The Department will use the "Authorization Code" to access the Surety 2000 database, and independently verify the actual bidder's bond and document the functioning of the Surety 2000 system.

"Authorization Codes" will be used only to verify bidder's bonds, and only as part of the pilot program. The use of "Authorization Codes" will not be accepted in lieu of the bidder's bond or other bidder's security required in the specifications during the pilot study.

The function of the Surety 2000 system is to provide an easier way for Contractors to protect their bid security, and to discourage fraud. This system is available to all California admitted sureties and surety agents.

The results of the pilot study will be tabulated, and at some time in the future, the Department may consider accepting electronic bidder's bond verification in lieu of the bidder's bond specified.

TABLE OF CONTENTS

NOTICE TO CONTRACTORS.....	1
COPY OF ENGINEER'S ESTIMATE	3
SPECIAL PROVISIONS	5
SECTION 1. SPECIFICATIONS AND PLANS.....	5
SECTION 2. PROPOSAL REQUIREMENTS AND CONDITIONS.....	5
2-1.01 GENERAL.....	5
2-1.02 DISABLED VETERAN BUSINESS ENTERPRISE (DVBE).....	5
2-1.03 DVBE GOAL FOR THIS PROJECT	6
2-1.04 SUBMISSION OF DVBE INFORMATION	7
2-1.05 SMALL BUSINESS PREFERENCE.....	7
2-1.06 CALIFORNIA COMPANY PREFERENCE	8
SECTION 3. AWARD AND EXECUTION OF CONTRACT.....	8
SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES	9
SECTION 5. GENERAL	9
SECTION 5-1. MISCELLANEOUS	9
5-1.01 PLANS AND WORKING DRAWINGS	9
5-1.015 LABORATORY	9
5-1.02 LABOR NONDISCRIMINATION.....	10
5-1.03 INTEREST ON PAYMENTS	10
5-1.04 PUBLIC SAFETY	10
5-1.05 SURFACE MINING AND RECLAMATION ACT.....	11
5-1.06 REMOVAL OF ASBESTOS AND HAZARDOUS SUBSTANCES.....	11
5-1.07 YEAR 2000 COMPLIANCE.....	12
5-1.08 SUBCONTRACTOR AND DVBE RECORDS.....	12
5-1.086 PERFORMANCE OF DVBE SUBCONTRACTORS AND SUPPLIERS	12
5-1.09 SUBCONTRACTING	12
5-1.10 PROMPT PROGRESS PAYMENT TO SUBCONTRACTORS	13
5-1.11 AREAS FOR CONTRACTOR'S USE	13
5-1.12 PAYMENTS	13
5-1.13 SOUND CONTROL REQUIREMENTS.....	13
5-1.14 AERIALY DEPOSITED LEAD	14
SECTION 6. (BLANK).....	15
SECTION 7. (BLANK).....	15
SECTION 8. MATERIALS	15
SECTION 8-1. MISCELLANEOUS	15
8-1.01 SUBSTITUTION OF NON-METRIC MATERIALS AND PRODUCTS	15
8-1.02 APPROVED TRAFFIC PRODUCTS	21
8-1.03 STATE-FURNISHED MATERIALS	26
8-1.04 SLAG AGGREGATE.....	26
SECTION 8-2. CONCRETE.....	26
8-2.01 PORTLAND CEMENT CONCRETE.....	26
SECTION 8-3. WELDING	36
8-3.01 WELDING ELECTRODES	36
8-3.02 WELDING QUALITY CONTROL	36
SECTION 9. (BLANK).....	40
SECTION 10. CONSTRUCTION DETAILS.....	40
SECTION 10-1. GENERAL	40
10-1.01 ORDER OF WORK.....	40
10-1.02 WATER POLLUTION CONTROL	41
10-1.03 PRESERVATION OF PROPERTY	43
10-1.04 PROGRESS SCHEDULE	44
10-1.05 OBSTRUCTIONS	44

10-1.06 CONSTRUCTION AREA SIGNS	44
10-1.07 MAINTAINING TRAFFIC.....	45
10-1.08 CLOSURE REQUIREMENTS AND CONDITIONS	57
10-1.09 PORTABLE CHANGEABLE MESSAGE SIGN.....	58
10-1.10 TEMPORARY CRASH CUSHION MODULE.....	58
10-1.11 EXISTING HIGHWAY FACILITIES	60
10-1.11A REMOVE TERMINAL SECTION.....	60
10-1.11B REMOVE CHANGEABLE MESSAGE SIGN STRUCTURES	60
10-1.11C RELOCATE SHIP LADDER.....	60
10-1.11D EXISTING HIGHWAY PLANTING	60
10-1.11E EXISTING HIGHWAY IRRIGATION FACILITIES	61
10-1.12 CLEARING AND GRUBBING.....	61
10-1.13 MATERIAL WITH AERIALY DEPOSITED LEAD.....	61
10-1.14 SIGN STRUCTURES.....	62
10-1.15 METAL BEAM GUARD RAILING	64
SECTION 10-2. (BLANK)	64
SECTION 10-3. CHANGEABLE MESSAGE SIGN SYSTEMS.....	64
10-3.01 DESCRIPTION	64
10-3.02 CMS WORK RESTRICTIONS.....	64
10-3.03 WORK AT TRANSPORTATION MANAGEMENT CENTER.....	65
10-3.04 COST BREAK-DOWN	65
10-3.05 MAINTAINING EXISTING AND TEMPORARY ELECTRICAL SYSTEMS.....	65
10-3.06 CONDUIT	65
10-3.07 PULL BOXES	66
10-3.08 CONDUCTORS AND WIRING.....	66
10-3.09 COMMUNICATION CABLE	66
10-3.10 RELOCATING EXISTING CHANGEABLE MESSAGE SIGN ASSEMBLIES.....	67
10-3.11 PAYMENT	67
SECTION 10-4. SYSTEM TESTING	67
10-4.01 DESCRIPTION	67
10-4.02 TEST PLAN	67
10-4.03 SUBSYSTEM TESTING	67
10-4.04 COMMUNICATION CABLE TESTING.....	68
10-4.05 ACCEPTANCE TESTING.....	68
10-4.06 PHYSICAL INSPECTION.....	68
10-4.07 PERFORMANCE TESTS	68
10-4.08 FINAL ACCEPTANCE	69
10-4.09 PAYMENT	69
SECTION 10-5. COMMUNICATION SYSTEM CUTOVER	69
10-5.01 DESCRIPTION	69
10-5.02 CMS RESTRICTIONS.....	69
10-5.03 PAYMENT	69

STANDARD PLANS LIST

The Standard Plan sheets applicable to this contract include, but are not limited to those indicated below. The Revised Standard Plans (RSP) and New Standard Plans (NSP) which apply to this contract are included as individual sheets of the project plans.

A10A	Abbreviations
A10B	Symbols
A77A	Metal Beam Guard Railing – Typical Wood Post With Wood Block
A77B	Metal Beam Guard Railing - Standard Hardware
A77C	Metal Beam Guard Railing – Wood Post and Wood Block Details
A77D	Metal Beam Guard Railing – Typical Layouts
A77E	Metal Beam Guard Railing – Typical Layouts
A77G	Metal Beam Guard Railing – End Treatment, Terminal Anchor Assembly (Type SFT)
A77M	Metal Beam Guard Railing and Single Faced Barrier Railing - End Treatment
T1A	Temporary Crash Cushion, Sand Filled (Unidirectional)
T1B	Temporary Crash Cushion, Sand Filled (Bidirectional)
T2	Temporary Crash Cushion, Sand Filled (Shoulder Installations)
T10	Traffic Control System for Lane Closure On Freeways and Expressways
T14	Traffic Control System for Ramp Closure
RS1	Roadside Signs, Typical Installation Details No. 1
RS2	Roadside Signs - Wood Post, Typical Installation Details No. 2
RS4	Roadside Signs, Typical Installation Details No. 4
ES-1A	Signal, Lighting and Electrical Systems - Symbols and Abbreviations
ES-1B	Signal, Lighting and Electrical Systems - Symbols and Abbreviations
ES-8	Signal, Lighting and Electrical Systems - Pull Box Details
ES-11	Signal, Lighting and Electrical Systems - Foundation Installations
ES-13B	Signal, Lighting and Electrical Systems - Wiring Details and Fuse Ratings

DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS

CONTRACT NO. 07-4G0204

07-LA-5,10,60,101,134,170,210-Var

Sealed proposals for the work shown on the plans entitled:

**STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROJECT PLANS FOR CONSTRUCTION
ON STATE HIGHWAY IN LOS ANGELES COUNTY AT VARIOUS LOCATIONS**

will be received at the Department of Transportation, 3347 Michelson Drive, Suite 100, Irvine, CA 92612-1692, until 2 o'clock p.m. on June 29, 2000, at which time they will be publicly opened and read in Room C - 1116 at the same address.

Proposal forms for this work are included in a separate book entitled:

**STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROPOSAL AND CONTRACT FOR
CONSTRUCTION ON STATE HIGHWAY IN LOS ANGELES COUNTY AT VARIOUS LOCATIONS**

General work description: Install changeable message signs.

This project has a goal of 3 percent disabled veteran business enterprise (DVBE) participation.

No prebid meeting is scheduled for this project.

Bids are required for the entire work described herein.

At the time this contract is awarded, the Contractor shall possess either a Class A license or a Class C-10 license.

The Contractor must also be properly licensed at the time the bid is submitted, except that on a joint venture bid a joint venture license may be obtained by a combination of licenses after bid opening but before award in conformance with Business and Professions Code, Section 7029.1.

This contract is subject to state contract nondiscrimination and compliance requirements pursuant to Government Code, Section 12990.

Preference will be granted to bidders properly certified as a "Small Business" as determined by the Department of General Services, Office of Small Business Certification and Resources at the time of bid opening in conformance with the provisions in Section 2-1.05, "Small Business Preference," of the special provisions, and Section 1896 et seq, Title 2, California Code of Regulations. A form for requesting a "Small Business" preference is included with the bid documents. Applications for status as a "Small Business" must be submitted to the Department of General Services, Office of Small Business Certification and Resources, 1531 "I" Street, Second Floor, Sacramento, CA 95814, Telephone No. (916) 322-5060.

A reciprocal preference will be granted to "California company" bidders in conformance with Section 6107 of the Public Contract Code. (See Sections 2 and 3 of the special provisions.) A form for indicating whether bidders are or are not a "California company" is included in the bid documents and is to be filled in and signed by all bidders.

Project plans, special provisions, and proposal forms for bidding this project can only be obtained at the Department of Transportation, Plans and Bid Documents, Room 0200, MS #26, Transportation Building, 1120 N Street, Sacramento, California 95814, FAX No. (916) 654-7028, Telephone No. (916) 654-4490. Use FAX orders to expedite orders for project plans, special provisions and proposal forms. FAX orders must include credit card charge number, card expiration date and authorizing signature. Project plans, special provisions, and proposal forms may be seen at the above Department of Transportation office and at the offices of the District Directors of Transportation at Irvine, Oakland, and the district in which the work is situated. Standard Specifications and Standard Plans are available through the State of California, Department of Transportation, Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815, Telephone No. (916) 445-3520.

Cross sections for this project are not available.

The successful bidder shall furnish a payment bond and a performance bond.

Pursuant to Section 1773 of the Labor Code, the general prevailing wage rates in the county, or counties, in which the work is to be done have been determined by the Director of the California Department of Industrial Relations. These wages are set forth in the General Prevailing Wage Rates for this project, available at the Labor Compliance Office at the offices of the District Director of Transportation for the district in which the work is situated, and available from the California Department of Industrial Relations' Internet Web Site at: <http://www.dir.ca.gov>. Future effective general prevailing wage rates which have been predetermined and are on file with the Department of Industrial Relations are referenced but not printed in the general prevailing wage rates.

DEPARTMENT OF TRANSPORTATION

Deputy Director Transportation Engineering

Dated May 22, 2000

RS

COPY OF ENGINEER'S ESTIMATE
(NOT TO BE USED FOR BIDDING PURPOSES)

07-4G0204

Item	Item Code	Item	Unit of Measure	Estimated Quantity
1 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM
2 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM
3	150659	REMOVE TERMINAL SECTION	EA	1
4	018148	REMOVE CHANGEABLE MESSAGE SIGN STRUCTURE	EA	11
5	160101	CLEARING AND GRUBBING	LS	LUMP SUM
6 (F)	560218	FURNISH SIGN STRUCTURE (TRUSS)	KG	51 058
7 (S-F)	560219	INSTALL SIGN STRUCTURE (TRUSS)	KG	51 058
8 (S)	018149	760 MM CAST-IN-DRILLED-HOLE CONCRETE PILE	M	3
9 (S)	561012	1220 MM CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATION)	M	35
10	832003	METAL BEAM GUARD RAILING (WOOD POST)	M	4
11	839568	TERMINAL ANCHOR ASSEMBLY (TYPE SFT)	EA	1
12	018150	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 44)	LS	LUMP SUM
13	018151	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 56)	LS	LUMP SUM
14	018152	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 57)	LS	LUMP SUM
15	018153	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 61)	LS	LUMP SUM
16	018154	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 73)	LS	LUMP SUM
17	018155	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 74)	LS	LUMP SUM
18	018156	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 78)	LS	LUMP SUM
19	018157	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 81)	LS	LUMP SUM
20	018158	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 82)	LS	LUMP SUM

Contract No. 07-4G0204

Item	Item Code	Item	Unit of Measure	Estimated Quantity
21	018159	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 89)	LS	LUMP SUM
22	018160	CHANGEABLE MESSAGE SIGN SYSTEM (NO. 100)	LS	LUMP SUM
23	869075	SYSTEM TESTING AND DOCUMENTATION	LS	LUMP SUM
24	018161	COMMUNICATION SYSTEM CUTOVER	LS	LUMP SUM

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS

Annexed to Contract No. 07-4G0204

SECTION 1. SPECIFICATIONS AND PLANS

The work embraced herein shall conform to the provisions in the Standard Specifications dated July 1999, and the Standard Plans dated July 1999, of the Department of Transportation insofar as the same may apply, and these special provisions.

Amendments to the Standard Specifications set forth in these special provisions shall be considered as part of the Standard Specifications for the purposes set forth in Section 5-1.04, "Coordination and Interpretation of Plans, Standard Specifications and Special Provisions," of the Standard Specifications. Whenever either the term "Standard Specifications is amended" or the term "Standard Specifications are amended" is used in the special provisions, the indented text or table following the term shall be considered an amendment to the Standard Specifications. In case of conflict between such amendments and the Standard Specifications, the amendments shall take precedence over and be used in lieu of the conflicting portions.

In case of conflict between the Standard Specifications and these special provisions, the special provisions shall take precedence over and shall be used in lieu of the conflicting portions.

SECTION 2. PROPOSAL REQUIREMENTS AND CONDITIONS

2-1.01 GENERAL

The bidder's attention is directed to the provisions in Section 2, "Proposal Requirements and Conditions," of the Standard Specifications and these special provisions for the requirements and conditions which the bidder must observe in the preparation of the proposal form and the submission of the bid.

In addition to the subcontractors required to be listed in conformance with Section 2-1.054, "Required Listing of Proposed Subcontractors," of the Standard Specifications, each proposal shall have listed therein the name and address of each DVBE subcontractor to be used for credit in meeting the goal, and to whom the bidder proposes to directly subcontract portions of the work. The list of subcontractors shall also set forth the portion of work that will be performed by each subcontractor listed. A sheet for listing the subcontractors is included in the Proposal.

The Bidder's Bond form mentioned in the last paragraph in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications will be found following the signature page of the Proposal.

In conformance with Public Contract Code Section 7106, a Noncollusion Affidavit is included in the Proposal. Signing the Proposal shall also constitute signature of the Noncollusion Affidavit.

Submit request for substitution of an "or equal" item, and the data substantiating the request to the Department of Transportation, Construction Division Chief, 120 S. Spring Street, Room 232, Los Angeles, CA 90012, so that the request is received by the Department by close of business on the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening.

2-1.02 DISABLED VETERAN BUSINESS ENTERPRISE (DVBE)

Section 10115 of the Public Contract Code requires the Department to implement provisions to establish a goal for Disabled Veterans Business Enterprise (DVBE) in contracts.

It is the policy of the Department that Disabled Veteran Business Enterprise (DVBE) shall have the maximum opportunity to participate in the performance of contracts financed solely with state funds. The Contractor shall ensure that DVBEs have the maximum opportunity to participate in the performance of this contract and shall take all necessary and reasonable steps for this assurance. The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts. Failure to carry out the requirements of this paragraph shall constitute a breach of contract and may result in termination of this contract or other remedy the Department may deem appropriate.

Bidder's attention is directed to the following:

- A. "Disabled Veteran Business Enterprise" (DVBE) means a business concern certified as a DVBE by the Office of Small Business Certification and Resources, Department of General Services.
- B. A DVBE may participate as a prime contractor, subcontractor, joint venture partner with a prime or subcontractor, or vendor of material or supplies.
- C. Credit for DVBE prime contractors will be 100 percent.
- D. A DVBE joint venture partner must be responsible for specific contract items of work, or portions thereof. Responsibility means actually performing, managing and supervising the work with its own forces. The DVBE joint venture partner must share in the ownership, control, management responsibilities, risks and profits of the joint venture. The DVBE joint venturer must submit the joint venture agreement with the Caltrans Bidder DVBE Information form required in Section 2-1.04, "Submission of DVBE Information," elsewhere in these special provisions.
- E. A DVBE must perform a commercially useful function, i.e., must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.
- F. Credit for DVBE vendors of materials or supplies is limited to 60 percent of the amount to be paid to the vendor for the material unless the vendor manufactures or substantially alters the goods.
- G. Credit for trucking by DVBEs will be as follows:
 - 1. One hundred percent of the amount to be paid when a DVBE trucker will perform the trucking with his/her own trucks, tractors and employees.
 - 2. Twenty percent of the amount to be paid to DVBE trucking brokers who do not have a "certified roster."
 - 3. One hundred percent of the amount to be paid to DVBE trucking brokers who have signed agreements that all trucking will be performed by DVBE truckers if credit is toward the DVBE goal, a "certified roster" showing that all trucks are owned by DVBEs, and a signed statement on the "certified roster" that indicates that 100 percent of revenue paid by the broker will be paid to the DVBEs listed on the "certified roster."
 - 4. Twenty percent of the amount to be paid to trucking brokers who are not a DVBE but who have signed agreements with DVBE truckers assuring that at least 20 percent of the trucking will be performed by DVBE truckers if credit is toward the DVBE goal, a "certified roster" showing that at least 20 percent of the number of trucks are owned by DVBE truckers, and a signed statement on the "certified roster" that indicates that at least 20 percent of the revenue paid by the broker will be paid to the DVBEs listed on the "certified roster."

The "certified roster" referred to herein shall conform to the requirements in Section 2-1.04, "Submission Of DVBE Information," elsewhere in these special provisions.

- H. DVBEs and DVBE joint venture partners must be certified DVBEs as determined by the Department of General Services, Office of Small Business Certification and Resources, 1531 "I" Street, Second Floor, Sacramento, CA 95814, on the date bids for the project are opened before credit may be allowed toward the DVBE goal. It is the Contractor's responsibility to verify that DVBEs are certified.
- I. Noncompliance by the Contractor with these requirements constitutes a breach of this contract and may result in termination of the contract or other appropriate remedy for a breach of this contract.

2-1.03 DVBE GOAL FOR THIS PROJECT

The Department has established the following goal for Disabled Veteran Business Enterprise (DVBE) participation for this project:

Disabled Veteran Business Enterprise (DVBE): 3 percent.

It is the bidder's responsibility to make a sufficient portion of the work available to subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DVBE subcontractors and suppliers, so as to assure meeting the goal for DVBE participation.

The Office of Small Business Certification and Resources, Department of General Services, may be contacted at (916) 322-5060 or visit their internet web site at <http://www.osmb.dgs.ca.gov/> for program information and certification status. The Department's Business Enterprise Program may also be contacted at (916) 227-9599 or the internet web site at <http://www.dot.ca.gov/hq/bep/>.

2-1.04 SUBMISSION OF DVBE INFORMATION

The required DVBE information shall be submitted on the "CALTRANS BIDDER - DVBE INFORMATION" form included in the Proposal. If this information is not submitted with the bid, the DVBE information forms shall be removed from the documents prior to submitting the bid.

It is the bidder's responsibility to make enough work available to DVBEs and to select those portions of the work or material needs consistent with the available DVBEs to meet the goal for DVBE participation or to provide information to establish that, prior to bidding, the bidder made adequate good faith efforts to do so.

If the DVBE information is not submitted with the bid, the apparent successful bidder (low bidder), the second low bidder and the third low bidder shall submit the DVBE information to the Department of Transportation, 1120 N Street, Room 0200, MS #26, Sacramento, California 95814 so the information is received by the Department no later than 4:00 p.m. on the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening. DVBE information sent by U.S. Postal Service certified mail with return receipt and certificate of mailing and mailed on or before the third day, not including Saturdays, Sundays and legal holidays, following bid opening will be accepted even if it is received after the fourth day following bid opening. Failure to submit the required DVBE information by the time specified will be grounds for finding the bid or proposal nonresponsive. Other bidders need not submit DVBE information unless requested to do so by the Department.

The bidder's DVBE information shall establish that good faith efforts to meet the DVBE goal have been made. To establish good faith efforts, the bidder shall demonstrate that the goal will be met or that, prior to bidding, adequate good faith efforts to meet the goal were made.

Bidders are cautioned that even though their submittal indicates they will meet the stated DVBE goal, their submittal should also include their adequate good faith efforts information along with their DVBE goal information to protect their eligibility for award of the contract in the event the Department, in its review, finds that the goal has not been met.

The bidder's DVBE information shall include the names of DVBE firms that will participate, with a complete description of work or supplies to be provided by each, the dollar value of each DVBE transaction, and a written confirmation from the DVBE that it is participating in the contract. A copy of the DVBE's quote will serve as written confirmation that the DVBE is participating in the contract. When 100 percent of a contract item of work is not to be performed or furnished by a DVBE, a description of the exact portion of that work to be performed or furnished by that DVBE shall be included in the DVBE information, including the planned location of that work. The work that a DVBE prime contractor has committed to performing with its own forces as well as the work that it has committed to be performed by DVBE subcontractors, suppliers and trucking companies will count toward the goal.

If credit for trucking by a DVBE trucking broker is shown on the bidder's information as 100 percent of the revenue to be paid by the broker is to be paid to DVBE truckers, a "certified roster" of the broker's trucks to be used must be included. The "certified roster" must indicate that all the trucks are owned by certified DVBEs and must show the DVBE truck numbers, owner's name, Public Utilities Commission Cal-T numbers, and the DVBE certification numbers. The roster must indicate that all revenue paid by the broker will be paid to DVBEs listed on the "certified roster".

If credit for trucking by a trucking broker who is not a DVBE is shown in the bidder's information, a "certified roster" of the broker's trucks to be used must be included. The "certified roster" must indicate that at least 20 percent of the broker's trucks are owned by certified DVBEs and must show the DVBE truck numbers, owner's name, Public Utilities Commission Cal-T numbers, and the DVBE certification number. The roster must indicate that at least 20 percent of the revenue paid by the broker will be paid to DVBEs listed on the "certified roster".

A bidder shall be deemed to have made good faith efforts upon submittal, within time limits specified by the Department, of documentary evidence that all of the following actions were taken:

- A. Contact was made with the Office of Small Business Certification and Resources (OSBCR), Department of General Services or their web site at <http://www.osmb.dgs.ca.gov/> to identify Disabled Veteran Business Enterprises.
- B. Advertising was published in trade media and media focusing on Disabled Veteran Business Enterprises, unless time limits imposed by the Department do not permit that advertising.
- C. Invitations to bid were submitted to potential Disabled Veteran Business Enterprise contractors.
- D. Available Disabled Veteran Business Enterprises were considered.

2-1.05 SMALL BUSINESS PREFERENCE

Attention is directed to "Award and Execution of Contract" of these special provisions.

Attention is also directed to the Small Business Procurement and Contract Act, Government Code Section 14835, et seq and Title 2, California Code of Regulations, Section 1896, et seq.

Bidders who wish to be classified as a Small Business under the provisions of those laws and regulations, shall be certified as Small Business by the Department of General Services, Office of Small Business Certification and Resources, 1531 "I" Street, Second Floor, Sacramento, CA 95814.

To request Small Business Preference, bidders shall fill out and sign the Request for Small Business Preference form in the Proposal and shall attach a copy of their Office of Small Business Certification and Resources (OSBCR) small business certification letter to the form. The bidder's signature on the Request for Small Business Preference certifies, under penalty of perjury, that the bidder is certified as Small Business at the time of bid opening and further certifies, under penalty of perjury, that under the following conditions, at least 50 percent of the subcontractors to be utilized on the project are either certified Small Business or have applied for Small Business certification by bid opening date and are subsequently granted Small Business certification.

The conditions requiring the aforementioned 50 percent level of subcontracting by Small Business subcontractors apply if:

- A. The lowest responsible bid for the project exceeds \$100,000; and
- B. The project work to be performed requires a Class A or a Class B contractor's license; and
- C. Two or more subcontractors will be used.

If the above conditions apply and Small Business Preference is granted in the award of the contract, the 50 percent Small Business subcontractor utilization level shall be maintained throughout the life of the contract.

2-1.06 CALIFORNIA COMPANY PREFERENCE

Attention is directed to "Award and Execution of Contract" of these special provisions.

In conformance with the requirements of Section 6107 of the Public Contract Code, a "California company" will be granted a reciprocal preference for bid comparison purposes as against a nonresident contractor from any state that gives or requires a preference to be given contractors from that state on its public entity construction contracts.

A "California company" means a sole proprietorship, partnership, joint venture, corporation, or other business entity that was a licensed California contractor on the date when bids for the public contract were opened and meets one of the following:

- A. Has its principal place of business in California.
- B. Has its principal place of business in a state in which there is no local contractor preference on construction contracts.
- C. Has its principal place of business in a state in which there is a local contractor construction preference and the contractor has paid not less than \$5000 in sales or use taxes to California for construction related activity for each of the five years immediately preceding the submission of the bid.

To carry out the "California company" reciprocal preference requirements of Section 6107 of the Public Contract Code, all bidders shall fill out and sign the California Company Preference form in the Proposal. The bidder's signature on the California Company Preference form certifies, under penalty of perjury, that the bidder is or is not a "California company" and if not, the amount of the preference applied by the state of the nonresident Contractor.

A nonresident Contractor shall disclose any and all bid preferences provided to the nonresident Contractor by the state or country in which the nonresident Contractor has its principal place of business.

Proposals without the California Company Preference form filled out and signed may be rejected.

SECTION 3. AWARD AND EXECUTION OF CONTRACT

The bidder's attention is directed to the provisions in Section 3, "Award and Execution of Contract," of the Standard Specifications and these special provisions for the requirements and conditions concerning award and execution of contract.

The award of the contract, if it be awarded, will be made within 60 days after the opening of the proposals. This period will be subject to extension for such further period as may be agreed upon in writing between the Department and the bidder concerned. The award, if made, will be to the lowest responsible bidder whose proposal complies with all the requirements prescribed and who has met the goal for DVBE participation or has demonstrated, to the satisfaction of the Department, adequate good faith efforts to do so. Meeting the goal for DVBE participation or demonstrating, to the satisfaction of the Department, adequate good faith efforts to do so is a condition for being eligible for award of contract.

A "Payee Data Record" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to facilitate the collection of taxpayer identification data. The form shall be completed and returned to the Department by the successful bidder with the executed contract and contract bonds. For the purposes of the form, vendor shall be deemed to mean the successful bidder. The form is not to be completed for subcontractors or suppliers. Failure to complete and return the "Payee Data Record" form to the Department as provided herein will result in the retention of 20 percent of payments due the contractor and penalties of up to \$20,000. This retention of payments for failure to complete the "Payee Data Record" form is in addition to any other retention of payments due the Contractor.

Attention is also directed to "Small Business Preference" of these special provisions. Any bidder who is certified as a Small Business by the Department of General Services, Office of Small Business Certification and Resources will be allowed a preference in the award of this contract, if it be awarded, under the following conditions:

- A. The apparent low bidder is not certified as a Small Business, or has not filled out and signed the Request for Small Business Preference included with the bid documents and attached a copy of their Office of Small Business Certification and Resources (OSBCR) small business certification letter to the form; and
- B. The bidder filled out and signed the Request for Small Business Preference form included with the bid documents and attached a copy of their Office of Small Business Certification and Resources (OSBCR) small business certification letter to the form.

The small business preference will be a reduction in the bid submitted by the small business contractor, for bid comparison purposes, by an amount equal to 5 percent of the amount bid by the apparent low bidder, the amount not to exceed \$50,000. If this reduction results in the small business contractor becoming the low bidder, then the contract will be awarded to the small business contractor on the basis of the actual bid of the small business contractor notwithstanding the reduced bid price used for bid comparison purposes.

Attention is also directed to "California Company Preference" of these special provisions.

The amount of the California company reciprocal preference shall be equal to the amount of the preference applied by the state of the nonresident contractor with the lowest responsive bid, except where the "California company" is eligible for a California Small Business Preference, in which case the preference applied shall be the greater of the two, but not both.

If the bidder submitting the lowest responsive bid is not a "California company" and with the benefit of the reciprocal preference, a "California company's" responsive bid is equal to or less than the original lowest responsive bid, the "California company" will be awarded the contract at its submitted bid price except as provided below.

Small business bidders shall have precedence over nonsmall business bidders in that the application of the "California company" preference for which nonsmall business bidders may be eligible shall not result in the denial of the award to a small business bidder.

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in Section 8-1.03, "Beginning of Work," in Section 8-1.06, "Time of Completion," and in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and these special provisions.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

This work shall be diligently prosecuted to completion before the expiration of **120 WORKING DAYS** beginning on the fifteenth calendar day after approval of the contract.

The Contractor shall pay to the State of California the sum of \$300 per day, for each and every calendar day's delay in finishing the work in excess of the number of working days prescribed above.

SECTION 5. GENERAL

SECTION 5-1. MISCELLANEOUS

5-1.01 PLANS AND WORKING DRAWINGS

When the specifications require working drawings to be submitted to the Division of Structure Design, the drawings shall be submitted to: Division of Structure Design, Documents Unit, Mail Station 9, 1801 30th Street, Sacramento, CA 95816, Telephone 916 227-8252.

5-1.015 LABORATORY

When a reference is made in the specifications to the "Laboratory," the reference shall mean the Division of Materials Engineering and Testing Services and the Division of Structural Foundations of the Department of Transportation, or established laboratories of the various Districts of the Department, or other laboratories authorized by the Department to test materials and work involved in the contract. When a reference is made in the specifications to the "Transportation Laboratory," the reference shall mean the Division of Materials Engineering and Testing Services and the Division of Structural Foundations, located at 5900 Folsom Boulevard, Sacramento, CA 95819, Telephone (916) 227-7000.

5-1.02 LABOR NONDISCRIMINATION

Attention is directed to the following Notice that is required by Chapter 5 of Division 4 of Title 2, California Code of Regulations.

NOTICE OF REQUIREMENT FOR NONDISCRIMINATION PROGRAM (GOV. CODE, SECTION 12990)

Your attention is called to the "Nondiscrimination Clause", set forth in Section 7-1.01A(4), "Labor Nondiscrimination," of the Standard Specifications, which is applicable to all nonexempt State contracts and subcontracts, and to the "Standard California Nondiscrimination Construction Contract Specifications" set forth therein. The specifications are applicable to all nonexempt State construction contracts and subcontracts of \$5000 or more.

5-1.03 INTEREST ON PAYMENTS

Interest shall be payable on progress payments, payments after acceptance, final payments, extra work payments, and claim payments as follows:

- A. Unpaid progress payments, payment after acceptance, and final payments shall begin to accrue interest 30 days after the Engineer prepares the payment estimate.
- B. Unpaid extra work bills shall begin to accrue interest 30 days after preparation of the first pay estimate following receipt of a properly submitted and undisputed extra work bill. To be properly submitted, the bill must be submitted within 7 days of the performance of the extra work and in conformance with the provisions in Section 9-1.03C, "Records," and Section 9-1.06, "Partial Payments," of the Standard Specifications. An undisputed extra work bill not submitted within 7 days of performance of the extra work will begin to accrue interest 30 days after the preparation of the second pay estimate following submittal of the bill.
- C. The rate of interest payable for unpaid progress payments, payments after acceptance, final payments, and extra work payments shall be 10 percent per annum.
- D. The rate of interest payable on a claim, protest or dispute ultimately allowed under this contract shall be 6 percent per annum. Interest shall begin to accrue 61 days after the Contractor submits to the Engineer information in sufficient detail to enable the Engineer to ascertain the basis and amount of said claim, protest or dispute.

The rate of interest payable on any award in arbitration shall be 6 percent per annum if allowed under the provisions of Civil Code Section 3289.

5-1.04 PUBLIC SAFETY

The Contractor shall provide for the safety of traffic and the public in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications and these special provisions.

The Contractor shall install temporary railing (Type K) between a lane open to public traffic and an excavation, obstacle or storage area when the following conditions exist:

- A. Excavations.—The near edge of the excavation is 3.6 m or less from the edge of the lane, except:
 1. Excavations covered with sheet steel or concrete covers of adequate thickness to prevent accidental entry by traffic or the public.
 2. Excavations less than 0.3-m deep.
 3. Trenches less than 0.3-m wide for irrigation pipe or electrical conduit, or excavations less than 0.3-m in diameter.
 4. Excavations parallel to the lane for the purpose of pavement widening or reconstruction.
 5. Excavations in side slopes, where the slope is steeper than 1:4 (vertical:horizontal).
 6. Excavations protected by existing barrier or railing.
- B. Temporarily Unprotected Permanent Obstacles.—The work includes the installation of a fixed obstacle together with a protective system, such as a sign structure together with protective railing, and the Contractor elects to install the obstacle prior to installing the protective system; or the Contractor, for the Contractor's convenience and with permission of the Engineer, removes a portion of an existing protective railing at an obstacle and does not replace such railing complete in place during the same day.
- C. Storage Areas.—Material or equipment is stored within 3.6 m of the lane and the storage is not otherwise prohibited by the provisions of the Standard Specifications and these special provisions.

The approach end of temporary railing (Type K), installed in conformance with the provisions in this section "Public Safety" and in Section 7-1.09, "Public Safety," of the Standard Specifications, shall be offset a minimum of 4.6 m from the edge of the traffic lane open to public traffic. The temporary railing shall be installed on a skew toward the edge of the traffic lane of not more than 0.3-m transversely to 3 m longitudinally with respect to the edge of the traffic lane. If the 4.6-m minimum offset cannot be achieved, the temporary railing shall be installed on the 10 to 1 skew to obtain the maximum available offset between the approach end of the railing and the edge of the traffic lane, and an array of temporary crash cushion modules shall be installed at the approach end of the temporary railing.

Temporary railing (Type K) shall conform to the provisions in Section 12-3.08, "Temporary Railing (Type K)," of the Standard Specifications. Temporary railing (Type K), conforming to the details shown on 1999 Standard Plan T3, may be used. Temporary railing (Type K) fabricated prior to January 1, 1993, and conforming to 1988 Standard Plan B11-30 may be used, provided the fabrication date is printed on the required Certificate of Compliance.

Temporary crash cushion modules shall conform to the provisions in "Temporary Crash Cushion Module" of these special provisions.

Except for installing, maintaining and removing traffic control devices, whenever work is performed or equipment is operated in the following work areas, the Contractor shall close the adjacent traffic lane unless otherwise provided in the Standard Specifications and these special provisions:

Approach Speed of Public Traffic (Posted Limit) (Kilometers Per Hour)	Work Areas
Over 72 (45 Miles Per Hour)	Within 1.8 m of a traffic lane but not on a traffic lane
56 to 72 (35 to 45 Miles Per Hour)	Within 0.9-m of a traffic lane but not on a traffic lane

The lane closure provisions of this section shall not apply if the work area is protected by permanent or temporary railing or barrier.

When traffic cones or delineators are used to delineate a temporary edge of a traffic lane, the line of cones or delineators shall be considered to be the edge of the traffic lane, however, the Contractor shall not reduce the width of an existing lane to less than 3 m without written approval from the Engineer.

When work is not in progress on a trench or other excavation that required closure of an adjacent lane, the traffic cones or portable delineators used for the lane closure shall be placed off of and adjacent to the edge of the traveled way. The spacing of the cones or delineators shall be not more than the spacing used for the lane closure.

Suspended loads or equipment shall not be moved nor positioned over public traffic or pedestrians.

Full compensation for conforming to the provisions in this section "Public Safety," including furnishing and installing temporary railing (Type K) and temporary crash cushion modules, shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

5-1.05 SURFACE MINING AND RECLAMATION ACT

Attention is directed to the Surface Mining and Reclamation Act of 1975, commencing in Public Resources Code, Mining and Geology, Section 2710, which establishes regulations pertinent to surface mining operations.

Material from mining operations furnished for this project shall only come from permitted sites in compliance with the Surface Mining and Reclamation Act of 1975.

The requirements of this section shall apply to materials furnished for the project, except for acquisition of materials in conformance with the provisions in Section 4-1.05, "Use of Materials Found on the Work," of the Standard Specifications.

5-1.06 REMOVAL OF ASBESTOS AND HAZARDOUS SUBSTANCES

When the presence of asbestos or hazardous substances are not shown on the plans or indicated in the specifications and the Contractor encounters materials which the Contractor reasonably believes to be asbestos or a hazardous substance as defined in Section 25914.1 of the Health and Safety Code, and the asbestos or hazardous substance has not been rendered harmless, the Contractor may continue work in unaffected areas reasonably believed to be safe. The Contractor shall immediately cease work in the affected area and report the condition to the Engineer in writing.

In conformance with Section 25914.1 of the Health and Safety Code, removal of asbestos or hazardous substances including exploratory work to identify and determine the extent of the asbestos or hazardous substance will be performed by separate contract.

If delay of work in the area delays the current controlling operation, the delay will be considered a right of way delay and the Contractor will be compensated for the delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

5-1.07 YEAR 2000 COMPLIANCE

This contract is subject to Year 2000 Compliance for automated devices in the State of California.

Year 2000 compliance for automated devices in the State of California is achieved when embedded functions have or create no logical or mathematical inconsistencies when dealing with dates prior to and beyond 1999. The year 2000 is recognized and processed as a leap year. The product shall operate accurately in the manner in which the product was intended for date operation without requiring manual intervention.

The Contractor shall provide the Engineer a Certificate of Compliance from the manufacturer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for all automated devices furnished for the project.

5-1.08 SUBCONTRACTOR AND DVBE RECORDS

The Contractor shall maintain records of all subcontracts entered into with certified DVBE subcontractors and records of materials purchased from certified DVBE suppliers. The records shall show the name and business address of each DVBE subcontractor or vendor and the total dollar amount actually paid each DVBE subcontractor or vendor.

Upon completion of the contract, a summary of these records shall be prepared on Form CEM-2402 (S) and certified correct by the Contractor or the Contractor's authorized representative, and shall be furnished to the Engineer.

5-1.086 PERFORMANCE OF DVBE SUBCONTRACTORS AND SUPPLIERS

The DVBEs listed by the Contractor in response to the provisions in Section 2-1.04, "Submission of DVBE Information," and Section 3, "Award and Execution of Contract," of these special provisions, which are determined by the Department to be certified DVBEs, shall perform the work and supply the materials for which they are listed, unless the Contractor has received prior written authorization to perform the work with other forces or to obtain the materials from other sources.

Authorization to utilize other forces or sources of materials may be requested for the following reasons:

- A. The listed DVBE, after having had a reasonable opportunity to do so, fails or refuses to execute a written contract, when the written contract, based upon the general terms, conditions, plans and specifications for the project, or on the terms of the subcontractor's or supplier's written bid, is presented by the Contractor.
- B. The listed DVBE becomes bankrupt or insolvent.
- C. The listed DVBE fails or refuses to perform the subcontract or furnish the listed materials.
- D. The Contractor stipulated that a bond was a condition of executing a subcontract and the listed DVBE subcontractor fails or refuses to meet the bond requirements of the Contractor.
- E. The work performed by the listed subcontractor is substantially unsatisfactory and is not in substantial conformance with the plans and specifications or the subcontractor is substantially delaying or disrupting the progress of the work.
- F. The listed DVBE subcontractor is not licensed pursuant to the Contractor's License Law.
- G. It would be in the best interest of the State.

The Contractor shall not be entitled to payment for the work or material unless it is performed or supplied by the listed DVBE or by other forces (including those of the Contractor) pursuant to prior written authorization of the Engineer.

5-1.09 SUBCONTRACTING

Attention is directed to the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, Section 2, "Proposal Requirements and Conditions," Section 2-1.04, "Submission of DVBE Information," and Section 3, "Award and Execution of Contract," of these special provisions and these special provisions.

Pursuant to the provisions in Section 1777.1 of the Labor Code, the Labor Commissioner publishes and distributes a list of contractors ineligible to perform work as a subcontractor on a public works project. This list of debarred contractors is available from the Department of Industrial Relations web site at:

http://www.dir.ca.gov/dir/Labor_law/DLSE/Debar.html.

The DVBE information furnished under Section 3-1.01A, "DVBE Information," of these special provisions is in addition to the subcontractor information required to be furnished in Section 8-1.01, "Subcontracting," and Section 2-1.054, "Required Listing of Proposed Subcontractors," of the Standard Specifications.

Section 10115 of the Public Contract Code requires the Department to implement provisions to establish a goal for Disabled Veteran Business Enterprise (DVBE) participation in highway contracts that are State funded. As a part of this requirement:

- A. No substitution of a DVBE subcontractor shall be made at any time without the written consent of the Department, and
- B. If a DVBE subcontractor is unable to perform successfully and is to be replaced, the Contractor shall make good faith efforts to replace the original DVBE subcontractor with another DVBE subcontractor.

The provisions in Section 2-1.02, "Disabled Veteran Business Enterprise (DVBE)," of these special provisions that DVBEs shall be certified on the date bids are opened does not apply to DVBE substitutions after award of the contract.

5-1.10 PROMPT PROGRESS PAYMENT TO SUBCONTRACTORS

Attention is directed to the provisions in Sections 10262 and 10262.5 of the Public Contract Code and Section 7108.5 of the Business and Professions Code concerning prompt payment to subcontractors.

5-1.11 AREAS FOR CONTRACTOR'S USE

Attention is directed to the provisions in Section 7-1.19, "Rights in Land and Improvements," of the Standard Specifications and these special provisions.

The highway right of way shall be used only for purposes that are necessary to perform the required work. The Contractor shall not occupy the right of way, or allow others to occupy the right of way, for purposes which are not necessary to perform the required work.

No State-owned parcels adjacent to the right of way are available for the exclusive use of the Contractor within the contract limits. The Contractor shall secure, at the Contractor's own expense, areas required for plant sites, storage of equipment or materials, or for other purposes.

No area is available within the contract limits for the exclusive use of the Contractor. However, temporary storage of equipment and materials on State property may be arranged with the Engineer, subject to the prior demands of State maintenance forces and to other contract requirements. Use of the Contractor's work areas and other State-owned property shall be at the Contractor's own risk, and the State shall not be held liable for damage to or loss of materials or equipment located within such areas.

5-1.12 PAYMENTS

Attention is directed to Sections 9-1.06, "Partial Payments," and 9-1.07, "Payment After Acceptance," of the Standard Specifications and these special provisions.

For the purpose of making partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications, the amount set forth for the contract items of work hereinafter listed shall be deemed to be the maximum value of the contract item of work which will be recognized for progress payment purposes:

- A. Clearing and Grubbing \$2,000.00

After acceptance of the contract pursuant to the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount, if any, payable for a contract item of work in excess of the maximum value for progress payment purposes hereinabove listed for the item, will be included for payment in the first estimate made after acceptance of the contract.

In determining the partial payments to be made to the Contractor, only the following listed materials will be considered for inclusion in the payment as materials furnished but not incorporated in the work:

- A. furnish sign structure (truss)
- B. fences and gates
- C. metal beam guard railing and appurtenances
- D. Communication cable (12P22)

5-1.13 SOUND CONTROL REQUIREMENTS

Sound control shall conform to the provisions in Section 7-1.01I, "Sound Control Requirements," of the Standard Specifications and these special provisions.

The noise level from the Contractor's operations, between the hours of 7:00 p.m. and 7:00 a.m., shall not exceed 86 dbA at a distance of 15 m. This requirement shall not relieve the Contractor from responsibility for complying with local ordinances regulating noise level.

The noise level requirement shall apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixers or transient equipment that may or may not be owned by the Contractor. The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

5-1.14 AERIALY DEPOSITED LEAD

Aerially deposited lead has been detected within the project limits. Aerially deposited lead is defined as lead deposited within unpaved areas, primarily due to vehicle emissions.

Attention is directed to "Material With Aerially Deposited Lead" under "Earthwork" of these special provisions regarding the handling of material with aerially deposited lead.

Excavation, reuse, and disposal of material with aerially deposited lead shall be in conformance with all rules and regulations of agencies including, but not limited to, the following:

- United States Department of Transportation (USDOT)
- United States Environmental Protection Agency (USEPA)
- California Department of Health Services
- California Environmental Protection Agency (CAL/EPA)
- Department of Toxic Substances Control (DTSC), Region 3
- Integrated Waste Management Board
- Regional Water Quality Control Board (RWQCB), Region 4
- State Air Resources Control Board
- South Coast Air Quality Management District (SCAQMD)
- California Division of Occupational Safety and Health Administration (CALOSHA)

Before starting any work on the project, the Contractor shall submit, for acceptance by the Engineer, a health and safety plan to prevent or minimize exposure to potentially hazardous levels of lead. The health and safety plan shall conform to the requirements of Title 8, California Code of Regulations (CCR), Section 5192 (b)(4)(B) and the Occupational Safety and Health Guidance Manual published by the National Institute of Occupational Safety and Health (NIOSH), Occupational Safety and Health Administration (OSHA), and the United States Environmental Protection Agency (USEPA). In addition, the health and safety plan shall include, but not limited to: identification of key personnel for the project, job hazard analysis for work assignments, summary of risk assessment, air monitoring, personal protective equipment, work zones on-site, decontamination, general safe work practices, security measures, emergency response plans and worker training. The Contractor shall not perform any clearing and grubbing or earthwork within the project limits, other than that specifically authorized in writing by the Engineer, until the plan has been accepted by the Engineer.

The health and safety plan shall utilize monitoring and exposure standards based on Construction Standard Title 8, of the California Code of Regulations (CCR) Section 1532.1 and as a minimum shall contain a description of activities, specific means employed to achieve compliance, report of the technology considered, air monitoring, schedule for implementation of the plan, a work practice program, administrative control schedule, description of arrangements for information transfer among the Contractor's forces concerning potential exposure to lead and other relevant information. The health and safety plan shall include an air monitoring plan that shall include, but not limited to, upwind and downwind perimeter monitoring and a discussion of how the air monitoring will be conducted during the progression of work in those areas designated as containing aerially deposited lead. The air monitoring plan shall meet the requirements of the immediate area's Air Quality Management District standards, if applicable. The health and safety plan shall be approved by the Contractor's Certified Industrial Hygienist before submission to the Engineer. The health and safety plan shall be submitted to the Engineer at least 15 days prior to beginning work in those areas containing aerially deposited lead.

The Contractor shall prepare a work plan for handling and stockpiling of materials containing hazardous levels of lead. The work plan shall include a plan for confirmatory sampling of any stockpile area after removal of the materials. The plan shall meet USEPA, SW 846, "Test Methods for Evaluating Solid Waste", Volume II: Field Manual Physical/Chemical, Chapter Nine, Section 9.1 requirements for the design and development of the sampling plan, statistical analysis and reporting of the test results. The plan shall be submitted to the Engineer at least 15 days prior to beginning work in areas containing lead.

The Engineer will notify the Contractor of acceptance or rejection of any submitted or revised health and safety plan and work plan in not more than 10 days after submittal of the plan.

Prior to performing work in those areas containing aerially deposited lead, personnel who have no prior training or are not current in their training status, including State personnel, shall complete a safety training program provided by the Contractor. The safety training program shall meet the requirements of Title 8, Section 1532.1.

Safety equipment, training, and medical surveillance required by the Contractor's health and safety plan shall be supplied to State personnel by the Contractor. The number of State personnel will be 2.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

SECTION 6. (BLANK)
SECTION 7. (BLANK)
SECTION 8. MATERIALS
SECTION 8-1. MISCELLANEOUS

8-1.01 SUBSTITUTION OF NON-METRIC MATERIALS AND PRODUCTS

Only materials and products conforming to the requirements of the specifications shall be incorporated in the work. When metric materials and products are not available, and when approved by the Engineer, and at no cost to the State, materials and products in the inch-pound (Imperial) system which are of equal quality and of the required properties and characteristics for the purpose intended, may be substituted for the equivalent metric materials and products, subject to the following provisions:

- A. Materials and products shown on the plans or in the special provisions as being equivalent may be substituted for the metric materials and products specified or detailed on the plans.
- B. Before other non-metric materials and products will be considered for use the Contractor shall furnish, at the Contractor's expense, evidence satisfactory to the Engineer that the materials and products proposed for use are equal to or better than the materials and products specified or detailed on the plans. The burden of proof as to the quality and suitability of substitutions shall be upon the Contractor and the Contractor shall furnish necessary information as required by the Engineer. The Engineer will be the sole judge as to the quality and suitability of the substituted materials and products and the Engineer's decision will be final.
- C. When the Contractor elects to substitute non-metric materials and products, including materials and products shown on the plans or in the special provisions as being equivalent, the list of sources of material as specified in Section 6-1.01, "Source of Supply and Quality of Materials," of the Standard Specification shall include a list of substitutions to be made and contract items involved. In addition, for a change in design or details the Contractor shall submit plans and working drawings in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications.

Unless otherwise specified, the following substitutions of materials and products will be allowed:

SUBSTITUTION TABLE FOR SIZES OF HIGH STRENGTH STEEL FASTENERS
ASTM Designation: A 325M

METRIC SIZE SHOWN ON THE PLANS mm x thread pitch	IMPERIAL SIZE TO BE SUBSTITUTED inch
M16 x 2	5/8
M20 x 2.5	3/4
M22 x 2.5	7/8
M24 x 3	1
M27 x 3	1-1/8
M30 x 3.5	1-1/4
M36 x 4	1-1/2

SUBSTITUTION TABLE FOR PLAIN WIRE REINFORCEMENT, ASTM Designation: A 82

METRIC SIZE SHOWN ON THE PLANS mm ²	US CUSTOMARY UNITS SIZE TO BE SUBSTITUTED inch ² x 100
MW9	W1.4
MW10	W1.6
MW13	W2.0
MW15	W2.3
MW19	W2.9
MW20	W3.1
MW22	W3.5
MW25	W3.9, except W3.5 in piles only
MW26	W4.0
MW30	W4.7
MW32	W5.0
MW35	W5.4
MW40	W6.2
MW45	W6.5
MW50	W7.8
MW55	W8.5, except W8.0 in piles only
MW60	W9.3
MW70	W10.9, except W11.0 in piles only
MW80	W12.4
MW90	W14.0
MW100	W15.5

SUBSTITUTION TABLE FOR BAR REINFORCEMENT

METRIC BAR DESIGNATION NUMBER SHOWN ON THE PLANS	EQUIVALENT IMPERIAL BAR DESIGNATION NUMBER TO BE SUBSTITUTED
13	4
16	5
19	6
22	7
25	8
29	9
32	10
36	11
43	14
57	18

No adjustment will be required in spacing or total number of reinforcing bars due to a difference in minimum yield strength between metric and non-metric bars.

The sizes in the following tables of materials and products are exact conversions of metric sizes of materials and products and are listed as acceptable equivalents:

CONVERSION TABLE FOR SIZES OF:

- (1) STEEL FASTENERS FOR GENERAL APPLICATIONS, ASTM Designation: A 307 or AASHTO Designation: M 314, Grade 36 or 55, and
 (2) HIGH STRENGTH STEEL FASTENERS, ASTM Designation: A 325 or A 449

METRIC SIZE SHOWN ON THE PLANS mm	EQUIVALENT IMPERIAL SIZE inch
6, or 6.35	1/4
8 or 7.94	5/16
10, or 9.52	3/8
11, or 11.11	7/16
13 or 12.70	1/2
14, or 14.29	9/16
16, or 15.88	5/8
19, or 19.05	3/4
22, or 22.22	7/8
24, 25, or 25.40	1
29, or 28.58	1-1/8
32, or 31.75	1-1/4
35, or 34.93	1-3/8
38 or 38.10	1-1/2
44, or 44.45	1-3/4
51, or 50.80	2
57, or 57.15	2-1/4
64, or 63.50	2-1/2
70 or 69.85	2-3/4
76, or 76.20	3
83, or 82.55	3-1/4
89 or 88.90	3-1/2
95, or 95.25	3-3/4
102, or 101.60	4

CONVERSION TABLE FOR NOMINAL THICKNESS OF SHEET METAL

UNCOATED HOT AND COLD ROLLED SHEETS		HOT-DIPPED ZINC COATED SHEETS (GALVANIZED)	
METRIC THICKNESS SHOWN ON THE PLANS	EQUIVALENT US STANDARD GAGE	METRIC THICKNESS SHOWN ON THE PLANS	EQUIVALENT GALVANIZED SHEET GAGE
mm	inch	mm	inch
7.94	0.3125	4.270	0.1681
6.07	0.2391	3.891	0.1532
5.69	0.2242	3.510	0.1382
5.31	0.2092	3.132	0.1233
4.94	0.1943	2.753	0.1084
4.55	0.1793	2.372	0.0934
4.18	0.1644	1.994	0.0785
3.80	0.1495	1.803	0.0710
3.42	0.1345	1.613	0.0635
3.04	0.1196	1.461	0.0575
2.66	0.1046	1.311	0.0516
2.28	0.0897	1.158	0.0456
1.90	0.0747	1.006 or 1.016	0.0396
1.71	0.0673	0.930	0.0366
1.52	0.0598	0.853	0.0336
1.37	0.0538	0.777	0.0306
1.21	0.0478	0.701	0.0276
1.06	0.0418	0.627	0.0247
0.91	0.0359	0.551	0.0217
0.84	0.0329	0.513	0.0202
0.76	0.0299	0.475	0.0187
0.68	0.0269	-----	-----
0.61	0.0239	-----	-----
0.53	0.0209	-----	-----
0.45	0.0179	-----	-----
0.42	0.0164	-----	-----
0.38	0.0149	-----	-----

CONVERSION TABLE FOR WIRE

METRIC THICKNESS SHOWN ON THE PLANS mm	EQUIVALENT USA STEEL WIRE THICKNESS inch	GAGE NO.
6.20	0.244	3
5.72	0.225	4
5.26	0.207	5
4.88	0.192	6
4.50	0.177	7
4.11	0.162	8
3.76	0.148	9
3.43	0.135	10
3.05	0.120	11
2.69	0.106	12
2.34	0.092	13
2.03	0.080	14
1.83	0.072	15
1.57	0.062	16
1.37	0.054	17
1.22	0.048	18
1.04	0.041	19
0.89	0.035	20

CONVERSION TABLE FOR PIPE PILES

METRIC SIZE SHOWN ON THE PLANS mm x mm	EQUIVALENT IMPERIAL SIZE inch x inch
PP 360 x 4.55	NPS 14 x 0.179
PP 360 x 6.35	NPS 14 x 0.250
PP 360 x 9.53	NPS 14 x 0.375
PP 360 x 11.12	NPS 14 x 0.438
PP 406 x 12.70	NPS 16 x 0.500
PP 460 x T	NPS 18 x T"
PP 508 x T	NPS 20 x T"
PP 559 x T	NPS 22 x T"
PP 610 x T	NPS 24 x T"
PP 660 x T	NPS 26 x T"
PP 711 x T	NPS 28 x T"
PP 762 x T	NPS 30 x T"
PP 813 x T	NPS 32 x T"
PP 864 x T	NPS 34 x T"
PP 914 x T	NPS 36 x T"
PP 965 x T	NPS 38 x T"
PP 1016 x T	NPS 40 x T"
PP 1067 x T	NPS 42 x T"
PP 1118 x T	NPS 44 x T"
PP 1219 x T	NPS 48 x T"
PP 1524 x T	NPS 60 x T"

The thickness in inches (T") represents an exact conversion of the metric thickness in millimeters (T).

CONVERSION TABLE FOR STRUCTURAL TIMBER AND LUMBER

METRIC MINIMUM DRESSED DRY, SHOWN ON THE PLANS mm x mm	METRIC MINIMUM DRESSED GREEN, SHOWN ON THE PLANS mm x mm	EQUIVALENT NOMINAL US SIZE inch x inch
19x89	20x90	1x4
38x89	40x90	2x4
64x89	65x90	3x4
89x89	90x90	4x4
140x140	143x143	6x6
140x184	143x190	6x8
184x184	190x190	8x8
235x235	241x241	10x10
286x286	292x292	12x12

CONVERSION TABLE FOR NAILS AND SPIKES

METRIC COMMON NAIL, SHOWN ON THE PLANS Length, mm Diameter, mm	METRIC BOX NAIL, SHOWN ON THE PLANS Length, mm Diameter, mm	METRIC SPIKE, SHOWN ON THE PLANS Length, mm Diameter, mm	EQUIVALENT IMPERIAL SIZE Penny-weight
50.80 2.87	50.80 2.51	————	6d
63.50 3.33	63.50 2.87	————	8d
76.20 3.76	76.20 3.25	76.20 4.88	10d
82.55 3.76	82.55 3.25	82.55 4.88	12d
88.90 4.11	88.90 3.43	88.90 5.26	16d
101.60 4.88	101.60 3.76	101.60 5.72	20d
114.30 5.26	114.30 3.76	114.30 6.20	30d
127.00 5.72	127.00 4.11	127.00 6.68	40d
————	————	139.70 7.19	50d
————	————	152.40 7.19	60d

CONVERSION TABLE FOR IRRIGATION COMPONENTS

METRIC WATER METERS, TRUCK LOADING STANDPIPES, VALVES, BACKFLOW PREVENTERS, FLOW SENSORS, WYE STRAINERS, FILTER ASSEMBLY UNITS, PIPE SUPPLY LINES, AND PIPE IRRIGATION SUPPLY LINES SHOWN ON THE PLANS DIAMETER NOMINAL (DN) mm	EQUIVALENT NOMINAL US SIZE inch
15	1/2
20	3/4
25	1
32	1-1/4
40	1-1/2
50	2
65	2-1/2
75	3
100	4
150	6
200	8
250	10
300	12
350	14
400	16

8-1.02 APPROVED TRAFFIC PRODUCTS

The Department maintains a List of Approved Traffic Products. The Engineer shall not be precluded from sampling and testing products on the List of Approved Traffic Products.

The manufacturer of products on the List of Approved Traffic Products shall furnish the Engineer a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each type of traffic product supplied.

The following is the List of Approved Traffic Products:

PAVEMENT MARKERS, PERMANENT TYPE

RETROREFLECTIVE

Apex, Model 921 (100 mm x 100 mm)

Ray-O-Lite, Models SS (100 mm x 100 mm), RS (100 mm x 100 mm) and AA (100 mm x 100 mm)

Stimsonite, Models 88 (100 mm x 100 mm), 911 (100 mm x 100 mm), 953 (70 mm x 114 mm)

3M Series 290 (89 mm x 100 mm)

RETROREFLECTIVE WITH ABRASION RESISTANT SURFACE (ARS)

Ray-O-Lite "AA" ARS (100 mm x 100 mm)

Stimsonite, Models 911 (100 mm x 100 mm), 953 (70 mm x 114 mm)

3M Series 290 (89 mm x 100 mm)

RETROREFLECTIVE WITH ABRASION RESISTANT SURFACE (ARS)
(Used for recessed applications)

Stimsonite, Model 948 (58 mm x 119 mm)
Ray-O-Lite, Model 2002 (58 mm x 117 mm)
Stimsonite, Model 944SB (51 mm x 100 mm)*
Ray-O-Lite, Model 2004 ARS (51 mm x 100 mm)*

*For use only in 114 mm wide (older) recessed slots

NON-REFLECTIVE FOR USE WITH EPOXY ADHESIVE, 100 mm Round

Apex Universal (Ceramic)
Highway Ceramics, Inc. (Ceramic)

NON-REFLECTIVE FOR USE WITH BITUMEN ADHESIVE, 100 mm Round

Apex Universal (Ceramic)
Apex Universal, Model 929 (ABS)
Elgin Molded Plastics, "Empco-Lite" Model 900 (ABS)
Highway Ceramics, Inc. (Ceramic)
Hi-Way Safety, Inc., Models P20-2000W and 2001Y (ABS)
Interstate Sales, "Diamond Back" (ABS) and (Polypropylene)
Alpine Products, D-Dot (ABS)
Road Creations, Model RCB4NR (Acrylic)

PAVEMENT MARKERS, TEMPORARY TYPE

TEMPORARY MARKERS FOR LONG TERM DAY/NIGHT USE (6 months or less)

Apex Universal, Model 924 (100 mm x 100 mm)
Davidson Plastics Corp., Model 3.0 (100 mm x 100 mm)
Elgin Molded Plastics, "Empco-Lite" Model 901 (100 mm x 100 mm)
Road Creations, Model R41C (100 mm x 100 mm)
Vega Molded Products "Temporary Road Marker" (75 mm x 100 mm)

TEMPORARY MARKERS FOR SHORT TERM DAY/NIGHT USE (14 days or less)
(For seal coat or chip seal applications, clear protective covers are required)

Apex Universal, Model 932
Davidson Plastics, Models T.O.M., T.R.P.M., and "HH" (High Heat)
Hi-Way Safety, Inc., Model 1280/1281

STRIPING AND PAVEMENT MARKING MATERIALS

PERMANENT TRAFFIC STRIPING AND PAVEMENT MARKING TAPE

Advanced Traffic Marking, Series 300 and 400
Brite-Line, Series 1000
Swarco Industries, "Director 35" (For transverse application only)
Swarco Industries, "Director 60"
3M, "Stamark" Series 380 and 5730
3M, "Stamark" Series A320 Bisymetric (For use on low-volume roadways only)
3M, "Stamark" Series A420, A440, N420, and N440 (For transverse application only)

TEMPORARY (REMOVABLE) STRIPING AND PAVEMENT MARKING TAPE
(6 months or less)

Brite-Line, Series 100
P.B. Laminations, Aztec, Grade 102
Swarco Industries, "Director-2"
3M, "Stamark," Series A620
3M Series A145 Removable Black Line Mask
(Black Tape: For use only on Asphalt Concrete Surfaces)
Advanced Traffic Marking Black "Hide-A-Line"
(Black Tape: For use only on Asphalt Concrete Surfaces)

PREFORMED THERMOPLASTIC (Heated in place)

Flint Trading, "Premark" and "Premark 20/20 Flex"
Pavemark, "Hotape"

REMOVABLE TRAFFIC PAINT

Belpro, Series 250/252 and No. 93 Remover

CLASS 1 DELINEATORS

ONE-PIECE DRIVEABLE FLEXIBLE TYPE, 1700 mm

Carsonite, Curve-Flex CFRM-400
Carsonite, Roadmarker CRM-375
Davidson Plastics, "Flexi-Guide Models 400 and 566"
FlexStake, Model 654TM
GreenLine Models HWD1-66 and CGD1-66
J. Miller Industries, Model JMI-375 (with soil anchor)

SPECIAL USE FLEXIBLE TYPE, 1700 mm

Carsonite, "Survivor" with 450 mm U-Channel base
FlexStake, Model 604
GreenLine Models HWD and CGD (with 450 mm U-Channel base)
Safe-Hit with 200 mm pavement anchor (SH248-GP1)
Safe-Hit with 380 mm soil anchor (SH248-GP2) and with 450 mm soil anchor (SH248-GP3)

SURFACE MOUNT FLEXIBLE TYPE, 1200 mm

Bent Manufacturing Company, "Masterflex" Model MF-180EX-48
Carsonite, "Super Duck II"
FlexStake, Surface Mount, Models 704 and 754TM

CHANNELIZERS

SURFACE MOUNT TYPE, 900 mm

Bent Manufacturing Company, "Masterflex" Models MF-360-36 (Round) and MF-180-36 (Flat)
Carsonite, "Super Duck" (Flat SDF-436, Round SDR-336)
Carsonite, Super Duck II Model SDCF203601MB "The Channelizer"
Davidson Plastics, Flex-Guide Models FG300LD and FG300UR
FlexStake, Surface Mount, Models 703 and 753TM
GreenLine, Model SMD-36

The Line Connection, "Dura-Post" Model DP36-3 (Permanent)
The Line Connection, "Dura-Post" Model DP36-3C (Temporary)
Repo, Models 300 and 400
Safe-Hit, Guide Post, Model SH236SMA

CONICAL DELINEATORS, 1070 mm

(For 700 mm Traffic Cones, see Standard Specifications)

Bent Manufacturing Company "T-Top"
Plastic Safety Systems "Navigator-42"
Roadmaker Company "Stacker"
Traffix Devices "Grabber"

OBJECT MARKERS

TYPE "K", 450 mm

Carsonite, Model SMD-615
FlexStake, Model 701KM
Repo, Models 300 and 400
Safe-Hit, Model SH718SMA
The Line Connection, Model DP21-4K

TYPE "K-4", 450-600 mm

(Shown as Type "Q" in the Traffic Manual)

Carsonite, Super Duck II
FlexStake, Model 701KM
Repo, Models 300 and 400
Safe-Hit, Models SH8 24SMA_WA and SH8 24GP3_WA
The Line Connection, Model DP21-4Q

TEMPORARY RAILING (TYPE K) REFLECTORS AND CONCRETE BARRIER MARKERS

IMPACTABLE TYPE

ARTUK, "FB"
Davidson Plastics, Model PCBM-12
Duraflex Corp., "Flexx 2020" and "Electriflexx"

NON-IMPACTABLE TYPE

ARTUK, JD Series
Stimsonite, Model 967 (with 83 mm Acrylic cube corner reflector)
Stimsonite, Model 967LS
Vega Molded Products, Models GBM and JD

THREE BEAM BARRIER MARKERS

(For use to the left of traffic)

Duraflex Corp., "Railrider"
Davidson Plastics, "Mini" (75 mm x 254 mm)

CONCRETE BARRIER DELINEATORS, 400 mm

(For use to the right of traffic. When mounted on top of barrier, places top of reflective element at 1200 mm)

Davidson Plastics, Model PCBM T-16
Safe-Hit, Model SH216RBM

CONCRETE BARRIER-MOUNTED MINI-DRUM
(260 mm x 360 mm x 570 mm)

Stinson Equipment Company "SaddleMarker"

SOUND WALL DELINEATOR

(Applied to a vertical surface. Top of reflective element at 1200 mm)

Davidson Plastics, PCBM S-36

GUARD RAILING DELINEATOR

(Top of reflective element at 1200 mm above plane of roadway)

WOOD POST TYPE, 686 mm

Carsonite, Model 427
Davidson Plastics FG 427 and FG 527
FlexStake, Model 102 GR
GreenLine GRD 27
J. Miller Model JMI-375G
Safe-Hit, Model SH227GRD

STEEL POST TYPE

Carsonite, Model CFGR-327 with CFGRBK300 Mounting Bracket

RETROREFLECTIVE SHEETING FOR:

CHANNELIZERS, BARRIER MARKERS, AND DELINEATORS

3M, High Intensity
Reflexite, PC-1000 Metalized Polycarbonate
Reflexite, AC-1000 Acrylic
Reflexite, AP-1000 Metalized Polyester
Reflexite, AR-1000 Abrasion Resistant Coating
Stimsonite, Series 6200 (For rigid substrate devices only)

TRAFFIC CONES, 330 mm Sleeves

Reflexite SB (Polyester), Vinyl or "TR" (Semi-transparent)

TRAFFIC CONES, 100 mm and 150 mm Sleeves

3M Series 3840
Reflexite Vinyl, "TR" (Semi-transparent) or "Conformalite"

BARRELS AND DRUMS

Reflexite, "Super High Intensity" or "High Impact Drum Sheeting"
3M Series 3810

BARRICADES: Type I, Engineering Grade

American Decal, Adcolite
Avery Dennison, 1500 and 1600
3M, Scotchlite, Series CW

BARRICADES: Type II, Super Engineering Grade

Avery Dennison, "Fasign" 2500 Series
Kiwalite Type II
Nikkalite 1800 Series

SIGNS: Type II, Super Engineering Grade

Avery Dennison, "Fasign" 2500 Series
Kiwalite, Type II
Nikkalite 1800 Series

SIGNS: Type III, High-Intensity Grade

3M Series 3800
Nippon Carbide, Nikkalite Brand Ultralite Grade II

SIGNS: Type IV, High-Intensity Prismatic Grade

Stimsonite Series 6200

SIGNS: Type VII, High-Intensity Prismatic Grade

3M Series 3900

SIGNS: Type VI, Roll-Up Signs

Reflexite, Vinyl (Orange), Reflexite "SuperBright" (Fluorescent orange)
3M Series RS34 (Orange) and RS20 (Fluorescent orange)

SIGN SUBSTRATE FOR CONSTRUCTION AREA SIGNS

ALUMINUM

FIBERGLASS REINFORCED PLASTIC (FRP)

Sequentia, "Polyplate"
Fiber-Brite

8-1.03 STATE-FURNISHED MATERIALS

Attention is directed to Section 6-1.02, "State-Furnished Materials," of the Standard Specifications and these special provisions.

The following materials will be furnished to the Contractor:

Changeable message sign control cables, 6P18 and 24P28, will be furnished to the Contractor for pickup at a site within 8 kilometers of the project location, as directed by the Engineer.

8-1.04 SLAG AGGREGATE

Aggregate produced from slag resulting from any steel-making process or from air-cooled iron blast furnace slag shall not be used on this project.

SECTION 8-2. CONCRETE

8-2.01 PORTLAND CEMENT CONCRETE

Portland cement concrete shall conform to the provisions in Section 90, "Portland Cement Concrete," of the Standard Specifications and these special provisions.

Unless the use of a mineral admixture is prohibited, whenever the word "cement" is used in the Standard Specifications or the special provisions, it shall be understood to mean "cementitious material" when both of the following conditions are met:

- A. The cement content of portland cement concrete is specified, and
- B. Section 90, "Portland Cement Concrete," of the Standard Specifications is referenced.

Unless otherwise specified, a Type C accelerating chemical admixture conforming to the requirements in ASTM Designation: C 494 may be used in portland cement concrete for precast steam cured concrete members.

Section 90-1.01, "Description," of the Standard Specifications is amended to read:

90-1.01 DESCRIPTION

- Portland cement concrete shall be composed of cementitious material, fine aggregate, coarse aggregate, admixtures if used, and water, proportioned and mixed as specified in these specifications.
- Unless otherwise specified, cementitious material to be used in portland cement concrete shall conform to the provisions for cement and mineral admixtures in Section 90-2, "Materials," and shall be either: 1) "Type IP (MS) Modified" cement or 2) a combination of "Type II Modified" portland cement and mineral admixture.
- Concrete for each portion of the work shall comply with the provisions for the Class, cementitious material content in kilograms per cubic meter, 28-day compressive strength, minor concrete or commercial quality concrete, as shown on the plans or specified in these specifications or the special provisions.
 - Class 1 concrete shall contain not less than 400 kg of cementitious material per cubic meter.
 - Class 2 concrete shall contain not less than 350 kg of cementitious material per cubic meter.
 - Class 3 concrete shall contain not less than 300 kg of cementitious material per cubic meter.
 - Class 4 concrete shall contain not less than 250 kg of cementitious material per cubic meter.
 - Minor concrete shall contain not less than 325 kg of cementitious material per cubic meter unless otherwise specified in these specifications or the special provisions.
- Unless otherwise designated on the plans or specified in these specifications or the special provisions, the amount of cementitious material used per cubic meter of concrete in structures or portions of structures shall conform to the following:

Use	Cementitious Material Content (kg/m ³)
Concrete which is designated by compressive strength:	
Deck slabs and slab spans of bridges	400 min., 475 max.
Roof sections of exposed top box culverts	400 min., 475 max.
Other portions of structures	350 min., 475 max.
Concrete not designated by compressive strength:	
Deck slabs and slab spans of bridges	400 min.
Roof sections of exposed top box culverts	400 min.
Prestressed members	400 min.
Seal courses	400 min.
Other portions of structures	350 min.
Concrete for precast members	350 min., 550 max.

- Whenever the 28-day compressive strength shown on the plans is greater than 25 MPa, the concrete shall be considered to be designated by compressive strength. If the plans show a 28-day compressive strength which is 31 MPa or greater, an additional 7 days will be allowed to obtain the specified strength. The 28-day compressive strengths shown on the plans which are 25 MPa or less are shown for design information only and are not to be considered a requirement for acceptance of the concrete.
- Concrete designated by compressive strength shall be proportioned such that the concrete will conform to the strength shown on the plans or specified in the special provisions.
- The Contractor shall determine the mix proportions for all concrete except pavement concrete. The Engineer will determine the mix proportions for pavement concrete.
- Before using concrete for which the mix proportions have been determined by the Contractor, or in advance of revising those mix proportions, the Contractor shall submit in writing to the Engineer a copy of the mix design.

- Compliance with cementitious material content requirements will be verified in conformance with procedures described in California Test 518 for cement content. For testing purposes, mineral admixture shall be considered to be cement. Batch proportions shall be adjusted as necessary to produce concrete having the specified cementitious material content.

- If any concrete used in the work has a cementitious material content, consisting of cement, mineral admixture, or cement plus mineral admixture, which is less than the minimum required for the work, the concrete shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place and the Contractor shall pay to the State \$0.55 for each kilogram of cement, mineral admixture, or cement plus mineral admixture which is less than the minimum required for the work. The Department may deduct the amount from moneys due, or that may become due, the Contractor under the contract. The deductions will not be made unless the difference between the contents required and those actually provided exceeds the batching tolerances permitted by Section 90-5, "Proportioning." No deductions for cementitious material content will be made based on the results of California Test 518.

- The requirements of the preceding paragraph shall not apply to minor concrete or commercial quality concrete.
- Concrete for which the mix proportions are determined either by the Contractor or the Engineer shall conform to the requirements of this Section 90.

The first paragraph in Section 90-2.01, "Portland Cement," of the Standard Specifications is amended to read:

90-2.01 PORTLAND CEMENT

- Unless otherwise specified, portland cement shall be either "Type IP (MS) Modified" cement or "Type II Modified" portland cement.

- "Type IP (MS) Modified" cement shall conform to the specifications for Type IP (MS) cement in ASTM Designation: C 595, and shall be comprised of an intimate mixture of Type II cement and not more than 25 percent of a mineral admixture. The type and minimum amount of mineral admixture used in the manufacture of "Type IP (MS) Modified" cement shall be in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures."

- "Type II Modified" portland cement shall conform to the requirements for Type II portland cement in ASTM Designation: C 150.

- In addition, "Type IP (MS) Modified" cement and "Type II Modified" portland cement shall conform to the following requirements:

- A. The cement shall not contain more than 0.60 percent by mass of alkalis, calculated as the percentage of Na₂O plus 0.658 times the percentage of K₂O, when determined by either direct intensity flame photometry or by the atomic absorption method. The instrument and procedure used shall be qualified as to precision and accuracy in conformance with the requirements in ASTM Designation: C 114.
- B. The autoclave expansion shall not exceed 0.50 percent.
- C. Mortar, containing the cement to be used and Ottawa sand, when tested in conformance with California Test 527, shall not expand in water more than 0.010 percent and shall not contract in air more than 0.048 percent except that when cement is to be used for precast prestressed concrete piling, precast prestressed concrete members or steam cured concrete products, the mortar shall not contract in air more than 0.053 percent.

The second paragraph in Section 90-2.01, "Portland Cement," of the Standard Specifications is amended to read:

- Type III and Type V portland cements shall conform to the requirements in ASTM Designation: C 150, and the additional requirements listed above for Type II Modified portland cement, except that when tested in conformance with California Test 527, mortar containing Type III portland cement shall not contract in air more than 0.075 percent.

The third paragraph in Section 90-2.01, "Portland Cement," of the Standard Specifications is deleted.

The twelfth paragraph in Section 90-2.02, "Aggregates," of the Standard Specifications is deleted.

The first paragraph in Section 90-2.03, "Water," of the Standard Specifications is amended to read:

90-2.03 WATER

- In conventionally reinforced concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 1,000 parts per million of chlorides as Cl, nor more than 1,300 parts per million of sulfates as SO₄. In prestressed concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 650 parts per million of chlorides as Cl, nor more than 1,300 parts per million of sulfates as SO₄. In no case shall the water contain an amount of impurities that will cause either: 1) a change in the setting time of cement of more than 25 percent when tested in conformance with the requirements in ASTM Designation: C 191 or ASTM Designation: C 266 or 2) a reduction in the compressive strength of mortar at 14 days of more than 5 percent, when

tested in conformance with the requirements in ASTM Designation: C 109, when compared to the results obtained with distilled water or deionized water, tested in conformance with the requirements in ASTM Designation: C 109.

The following section is added to Section 90-2, "Materials," of the Standard Specifications:

90-2.04 ADMIXTURE MATERIALS

- Admixture materials shall conform to the requirements in the following ASTM Designations:
 - A. Chemical Admixtures—ASTM Designation: C 494.
 - B. Air-entraining Admixtures—ASTM Designation: C 260.
 - C. Calcium Chloride—ASTM Designation: D 98.
 - D. Mineral Admixtures—Coal fly ash, raw or calcined natural pozzolan as specified in ASTM Designation: C618. Silica fume conforming to the requirements in ASTM Designation: C1240, with reduction of mortar expansion of 80 percent, minimum, using the cement from the proposed mix design.
- Mineral admixtures shall be used in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures."

Section 90-4.02, "Materials," of the Standard Specifications is amended to read:

90-4.02 MATERIALS

- Admixture materials shall conform to the provisions in Section 90-2.04, "Admixture Materials."

Section 90-4.05, "Optional Use of Chemical Admixtures," of the Standard Specifications is amended to read:

90-4.05 OPTIONAL USE OF CHEMICAL ADMIXTURES

- The Contractor will be permitted to use Type A or F, water-reducing; Type B, retarding; or Type D or G, water-reducing and retarding admixtures as described in ASTM Designation: C 494 to conserve cementitious material or to facilitate concrete construction application subject to the following conditions:
 - A. When a water-reducing admixture or a water-reducing and retarding admixture is used, the cementitious material content specified or ordered may be reduced by a maximum of 5 percent by mass except that the resultant cementitious material content shall be not less than 300 kilograms per cubic meter.
 - B. When a reduction in cementitious material content is made, the dosage of admixture used shall be the dosage used in determining approval of the admixture.

Section 90-4.07, "Optional Use of Air-entraining Admixtures," of the Standard Specifications is amended to read:

90-4.07 OPTIONAL USE OF AIR-ENTRAINING ADMIXTURES

- When air-entrainment has not been specified or ordered by the Engineer, the Contractor will be permitted to use an air-entraining admixture to facilitate the use of any construction procedure or equipment provided that the average air content, as determined by California Test 504, of 3 successive tests does not exceed 4 percent and no single test value exceeds 5.5 percent. If the Contractor elects to use an air-entraining admixture in concrete for pavement, the Contractor shall so indicate at the time the Contractor designates the source of aggregate as provided in Section 40-1.015, "Cement Content."

Section 90-4.08, "Required Use of Mineral Admixtures," of the Standard Specifications is amended to read:

90-4.08 REQUIRED USE OF MINERAL ADMIXTURES

- Unless otherwise specified, mineral admixture shall be combined with cement to make cementitious material for use in portland cement concrete.
 - The calcium oxide content of mineral admixtures shall not exceed 10 percent and the available alkali, as sodium oxide equivalent, shall not exceed 1.5 percent when determined in conformance with the requirements in ASTM Designation: C618.
 - The amounts of cement and mineral admixture used in cementitious material for portland cement concrete shall be sufficient to satisfy the minimum cementitious material content requirements specified in Section 90-1.01, "Description," or Section 90-4.05, "Optional Use of Chemical Admixtures," and shall conform to the following:

- A. The minimum amount of cement shall not be less than 75 percent by mass of the specified minimum cementitious material content.
- B. The minimum amount of mineral admixture to be combined with cement shall be determined using one of the following criteria:
 - 1. When the calcium oxide content of a mineral admixture, as determined in conformance with the requirements in ASTM Designation: C618 and the provisions in Section 90-2.04, "Admixture Materials," is equal to or less than 2 percent by mass, the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix.
 - 2. When the calcium oxide content of a mineral admixture, as determined in conformance with the requirements in ASTM Designation: C618 and the provisions in Section 90-2.04, "Admixture Materials," is greater than 2 percent, the amount of mineral admixture shall not be less than 25 percent by mass of the total amount of cementitious material to be used in the mix.
 - 3. When a mineral admixture is used, which conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," the amount of mineral admixture shall not be less than 10 percent by mass of the total amount of cementitious material to be used in the mix.
- C. If more than the required amount of cementitious material is used, the additional cementitious material in the mix may be either cement, a mineral admixture conforming to the provisions in Section 90-2.04, "Admixture Materials," or a combination of both; however, the maximum total amount of mineral admixture shall not exceed 35 percent by mass of the total amount of cementitious material to be used in the mix. Where Section 90-1.01, "Description," specifies a maximum cementitious content in kilograms per cubic meter, the total mass of cement and mineral admixture per cubic meter shall not exceed the specified maximum cementitious material content.

Section 90-4.09, "Optional Use of Mineral Admixtures," of the Standard Specifications is deleted.

Section 90-4.11, "Storage, Proportioning, and Dispensing of Mineral Admixtures," of the Standard Specifications is amended to read:

90-4.11 STORAGE, PROPORTIONING, AND DISPENSING OF MINERAL ADMIXTURES

- Mineral admixtures shall be protected from exposure to moisture until used. Sacked material shall be piled to permit access for tally, inspection, and identification for each shipment.
- Adequate facilities shall be provided to assure that mineral admixtures meeting the specified requirements are kept separate from other mineral admixtures in order to prevent any but the specified mineral admixtures from entering the work. Safe and suitable facilities for sampling mineral admixtures shall be provided at the weigh hopper or in the feed line immediately in advance of the hopper.
- Mineral admixtures shall be incorporated into concrete using equipment conforming to the requirements for cement weigh hoppers, and charging and discharging mechanisms in ASTM Designation: C 94, in Section 90-5.03, "Proportioning," and in this Section 90-4.11.
- When interlocks are required for cement and mineral admixture charging mechanisms by Section 90-5.03A, "Proportioning for Pavement," and cement and mineral admixtures are weighed cumulatively, their charging mechanisms shall be interlocked to prevent the introduction of mineral admixture until the mass of cement in the cement weigh hopper is within the tolerances specified in Section 90-5.02, "Proportioning Devices."
- Mineral admixture used in concrete for exposed surfaces of like elements of a structure shall be from the same source and of the same percentage.

Section 90-5.02, "Proportioning Devices," of the Standard Specifications is amended to read:

90-5.02 PROPORTIONING DEVICES

- Weighing, measuring or metering devices used for proportioning materials shall conform to the provisions in Section 9-1.01, "Measurement of Quantities," and this Section 90-5.02. In addition, automatic weighing systems used shall comply with the provisions for automatic proportioning devices in Section 90-5.03A, "Proportioning for Pavement." These automatic devices shall be automatic to the extent that the only manual operation required for proportioning the aggregates, cement, and mineral admixture for one batch of concrete is a single operation of a switch or starter.
- Proportioning devices shall be tested at the expense of the Contractor as frequently as the Engineer may deem necessary to insure their accuracy.
- Weighing equipment shall be insulated against vibration or movement of other operating equipment in the plant. When the plant is in operation, the mass of each batch of material shall not vary from the mass designated by the Engineer by more than the tolerances specified herein.

- Equipment for cumulative weighing of aggregate shall have a zero tolerance of ± 0.5 percent of the designated total batch mass of the aggregate. For systems with individual weigh hoppers for the various sizes of aggregate, the zero tolerance shall be ± 0.5 percent of the individual batch mass designated for each size of aggregate. Equipment for cumulative weighing of cement and mineral admixtures shall have a zero tolerance of ± 0.5 percent of the designated total batch mass of the cement and mineral admixture. Equipment for weighing cement or mineral admixture separately shall have a zero tolerance of ± 0.5 percent of their designated individual batch masses. Equipment for measuring water shall have a zero tolerance of ± 0.5 percent of its designated mass or volume.

- The mass indicated for a batch of material shall not vary from the preselected scale setting by more than the following:

- A. Aggregate weighed cumulatively shall be within 1.0 percent of the designated total batch mass of the aggregate. Aggregates weighed individually shall be within 1.5 percent of their respective designated batch masses.
- B. Cement shall be within 1.0 percent of its designated batch mass. When weighed individually, mineral admixture shall be within 1.0 percent of its designated batch mass. When mineral admixture and cement are permitted to be weighed cumulatively, cement shall be weighed first to within 1.0 percent of its designated batch mass, and the total for cement and mineral admixture shall be within 1.0 percent of the sum of their designated batch masses.
- C. Water shall be within 1.5 percent of its designated mass or volume.

- Each scale graduation shall be approximately 0.001 of the total capacity of the scale. The capacity of scales for weighing cement, mineral admixture, or cement plus mineral admixture and aggregates shall not exceed that of commercially available scales having single graduations indicating a mass not exceeding the maximum permissible mass variation above, except that no scale shall be required having a capacity of less than 500 kg, with 0.5 kg graduations.

Section 90-5.03, "Proportioning," excluding Section 90-5.03A, "Proportioning for Pavement," of the Standard Specifications is amended to read:

90-5.03 PROPORTIONING

- Proportioning shall consist of dividing the aggregates into the specified sizes, each stored in a separate bin, and combining them with cement, mineral admixture, and water as provided in these specifications. Aggregates shall be proportioned by mass.

- At the time of batching, aggregates shall have been dried or drained sufficiently to result in a stable moisture content such that no visible separation of water from aggregate will take place during transportation from the proportioning plant to the point of mixing. In no event shall the free moisture content of the fine aggregate at the time of batching exceed 8 percent of its saturated, surface-dry mass.

- Should separate supplies of aggregate material of the same size group, but of different moisture content or specific gravity or surface characteristics affecting workability, be available at the proportioning plant, withdrawals shall be made from one supply exclusively and the materials therein completely exhausted before starting upon another.

- Bulk "Type IP (MS) Modified" cement that conforms to the provisions in Section 90-2.01, "Portland Cement," shall be weighed in an individual hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer.

- Bulk cement to be blended with mineral admixture for use in portland cement concrete for pavement and structures may be weighed in separate, individual weigh hoppers or may be weighed in the same weigh hopper with mineral admixture and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer. If the cement and mineral admixture are weighed cumulatively, the cement shall be weighed first.

- When cement and mineral admixtures are weighed in separate weigh hoppers, the weigh systems for the proportioning of the aggregate, the cement, and the mineral admixture shall be individual and distinct from other weigh systems. Each weigh system shall be equipped with a hopper, a lever system, and an indicator to constitute an individual and independent material weighing device. The cement and the mineral admixture shall be discharged into the mixer simultaneously with the aggregate.

- The scale and weigh hopper for bulk weighing cement, mineral admixture, and cement plus mineral admixture shall be separate and distinct from the aggregate weighing equipment.

- When the source of an aggregate is changed for concrete structures, the Contractor shall adjust the mix proportions and submit in writing to the Engineer a copy of the mix design before using such aggregates. When the source of an aggregate is changed for other concrete, the Engineer shall be allowed sufficient time to adjust the mix and such aggregates shall not be used until necessary adjustments are made.

- For batches with a volume of one cubic meter or more, the batching equipment shall conform to one of the following combinations:

- A. Separate boxes and separate scale and indicator for weighing each size of aggregate.
- B. Single box and scale indicator for all aggregates.
- C. Single box or separate boxes and automatic weighing mechanism for all aggregates.

- In order to check the accuracy of batch masses, the gross mass and tare mass of batch trucks, truck mixers, truck agitators, and non-agitating hauling equipment shall be determined when ordered by the Engineer. The equipment shall be weighed at the Contractor's expense on scales designated by the Engineer.

Section 90-5.03A, "Proportioning for Pavement," of the Standard Specifications is amended to read:

90-5.03A PROPORTIONING FOR PAVEMENT

- Aggregates and bulk cement, mineral admixture, and cement plus mineral admixture for use in pavement shall be proportioned by mass by means of automatic proportioning devices of approved type conforming to the provisions in this Section 90-5.03A.

- The Contractor shall install and maintain in operating condition an electrically actuated moisture meter that will indicate, on a readily visible scale, changes in the moisture content of the fine aggregate as it is batched within a sensitivity of 0.5 percent by mass of the fine aggregate.

- The batching of cement, mineral admixture, or cement plus mineral admixture and aggregate shall be interlocked so that a new batch cannot be started until all weigh hoppers are empty, the proportioning devices are within zero tolerance, and the discharge gates are closed. The interlock shall permit no part of the batch to be discharged until all aggregate hoppers and the cement and mineral admixture hoppers or the cement plus mineral admixture hopper are charged with masses which are within the tolerances specified in Section 90-5.02, "Proportioning Devices."

- The discharge gate on the cement and mineral admixture hoppers or the cement plus mineral admixture hopper shall be designed to permit regulating the flow of cement, mineral admixture or cement plus mineral admixture into the aggregate as directed by the Engineer.

- When separate weigh boxes are used for each size of aggregate, the discharge gates shall permit regulating the flow of each size of aggregate as directed by the Engineer.

- Material discharged from the several bins shall be controlled by gates or by mechanical conveyors. The means of withdrawal from the several bins, and of discharge from the weigh box, shall be interlocked so that not more than one bin can discharge at a time, and that the weigh box cannot be tripped until the required quantity from each of the several bins has been deposited therein. Should a separate weigh box be used for each size of aggregate, all may be operated and discharged simultaneously.

- When the discharge from the several bins is controlled by gates, each gate shall be actuated automatically so that the required mass is discharged into the weigh box, after which the gate shall automatically close and lock.

- The automatic weighing system shall be designed so that all proportions required may be set on the weighing controller at the same time.

The third paragraph in Section 90-6.01, "General," of the Standard Specifications is amended to read:

- Concrete shall be homogeneous and thoroughly mixed. There shall be no lumps or evidence of undispersed cement, mineral admixture, or cement plus mineral admixture.

The third and fourth paragraphs in Section 90-6.02, "Machine Mixing," of the Standard Specifications are amended to read:

- The batch shall be so charged into the mixer that some water will enter in advance of cementitious materials and aggregates. All water shall be in the drum by the end of the first one-fourth of the specified mixing time.

- Cementitious materials shall be batched and charged into the mixer by means that will not result either in loss of cementitious materials due to the effect of wind, or in accumulation of cementitious materials on surfaces of conveyors or hoppers, or in other conditions which reduce or vary the required quantity of cementitious material in the concrete mixture.

The sixth paragraph in Section 90-6.02, "Machine Mixing," of the Standard Specifications is amended to read:

- The total elapsed time between the intermingling of damp aggregates and all cementitious materials and the start of mixing shall not exceed 30 minutes.

The seventh through tenth paragraphs in Section 90-6.03, "Transporting Mixed Concrete," of the Standard Specifications are amended to read:

- When a truck mixer or agitator is used for transporting concrete to the delivery point, discharge shall be completed within 1.5 hours, or before 250 revolutions of the drum or blades, whichever comes first, after the introduction of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C, or above, a time less than 1.5 hours may be required.
- When non-agitating hauling equipment is used for transporting concrete to the delivery point, discharge shall be completed within one hour after the addition of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C, or above, the time between the introduction of cement to the aggregates and discharge shall not exceed 45 minutes.
- Each load of concrete delivered at the job site shall be accompanied by a weight certificate showing the mix identification number, non-repeating load number, date and time at which the materials were batched, the total amount of water added to the load and for transit-mixed concrete, the reading of the revolution counter at the time the truck mixer is charged with cement. This weight certificate shall also show the actual scale masses (kilograms) for the ingredients batched. Theoretical or target batch masses shall not be used as a substitute for actual scale masses.
- Weight certificates shall be provided in printed form, or if approved by the Engineer, the data may be submitted in electronic media. Electronic media shall be presented in a tab-delimited format on 90 mm diskette with a capacity of at least 1.4 megabytes. Captured data, for the ingredients represented by each batch shall be LFCR (one line, separate record) with allowances for sufficient fields to satisfy the amount of data required by these specifications.
- The Contractor may furnish a weight certificate that is accompanied by a separate certificate which lists the actual batch masses or measurements for a load of concrete provided that both certificates are 1) imprinted with the same non-repeating load number that is unique to the contract and 2) delivered to the job site with the load.
- Weight certificates furnished by the Contractor shall conform to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

Section 90-6.05, "Hand-Mixing," of the Standard Specifications is amended to read:

90-6.05 HAND-MIXING

- Hand-mixed concrete shall be made in batches not more than one-fourth cubic meter and shall be mixed on a watertight, level platform. The proper amount of coarse aggregate shall be measured in measuring boxes and spread on the platform and the fine aggregate shall be spread on this layer, the 2 layers being not more than 0.3 meters in total depth. On this mixture shall be spread the dry cement and mineral admixture and the whole mass turned no fewer than 2 times dry; then sufficient clean water shall be added, evenly distributed, and the whole mass again turned no fewer than 3 times, not including placing in the carriers or forms.

The table in the first paragraph in Section 90-6.06, "Amount of Water and Penetration," of the Standard Specifications is replaced with the following table:

Type of Work	Nominal Penetration (mm)	Maximum Penetration (mm)
Concrete pavement	0-25	40
Non-reinforced concrete facilities	0-35	50
Reinforced concrete structures:		
Sections over 300 mm thick	0-35	65
Sections 300 mm thick or less	0-50	75
Concrete placed under water	75-100	115
Cast-in-place concrete piles	65-90	100

The first paragraph following the table of penetration ranges in Section 90-6.06, "Amount of Water and Penetration," of the Standard Specifications is amended to read:

- The amount of free water used in concrete shall not exceed 183 kg/m³, plus 20 kg for each required 100 kg of cementitious material in excess of 325 kg/m³.

The fourth paragraph in Section 90-6.06, "Amount of Water and Penetration," of the Standard Specifications is amended to read:

- Where there are adverse or difficult conditions which affect the placing of concrete, the above specified penetration and free water content limitations may be exceeded providing the Contractor is granted permission by the Engineer in writing to increase the cementitious material content per cubic meter of concrete. The increase in water and cementitious material shall be at a ratio not to exceed 30 kg of water per added 100 kg of cementitious material per cubic meter. The cost of additional cementitious material and water added under these conditions shall be at the Contractor's expense and no additional compensation will be allowed therefor.

Section 90-9.01, "General," of the Standard Specifications is amended to read:

90-9.01 GENERAL

- Concrete compressive strength requirements consist of a minimum strength which must be attained before various loads or stresses are applied to the concrete and, for concrete designated by strength, a minimum strength at the age of 28 days or at the age otherwise allowed in Section 90-1.01, "Description." The various strengths required are specified in these specifications or are shown on the plans.

- The compressive strength of concrete will be determined from test cylinders which have been fabricated from concrete sampled in conformance with California Test 539. Test cylinders will be molded and initial field cured in conformance with California Test 540. Test cylinders will be cured and tested after receipt at the testing laboratory in conformance with California Test 521. A strength test shall consist of the average strength of 2 cylinders fabricated from material taken from a single load of concrete, except that, if any cylinder should show evidence of improper sampling, molding, or testing, that cylinder shall be discarded and the strength test shall consist of the strength of the remaining cylinder.

- When concrete compressive strength is specified as a prerequisite to applying loads or stresses to a concrete structure or member, test cylinders for other than steam cured concrete will be cured in conformance with Method 1 of California Test 540. The compressive strength of concrete determined for these purposes will be evaluated on the basis of individual tests.

- When concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete strength to be used as a basis for acceptance of other than steam cured concrete will be determined from cylinders cured in conformance with Method 1 of California Test 540. If the result of a single compressive strength test at the maximum age specified or allowed is below the specified strength but is 95 percent or more of the specified strength, the Contractor shall, at the Contractor's expense, make corrective changes, subject to approval by the Engineer, in the mix proportions or in the concrete fabrication procedures, before placing additional concrete, and shall pay to the State \$14 for each in-place cubic meter of concrete represented by the deficient test. If the result of a single compressive strength test at the maximum age specified or allowed is below 95 percent of the specified strength, but is 85 percent or more of the specified strength, the Contractor shall make the corrective changes specified above, and shall pay to the State \$20 for each in place cubic meter of concrete represented by the deficient test. In addition, such corrective changes shall be made when the compressive strength of concrete tested at 7 days indicates, in the judgment of the Engineer, that the concrete will not attain the required compressive strength at the maximum age specified or allowed. Concrete represented by a single test which indicates a compressive strength of less than 85 percent of the specified 28-day compressive strength will be rejected in conformance with the provisions in Section 6-1.04, "Defective Materials."

- If the test result indicates that the compressive strength at the maximum curing age specified or allowed is below the specified strength, but 85 percent or more of the specified strength, payments to the State as required above shall be made, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength of the concrete placed in the work meets or exceeds the specified 28-day compressive strength. If the test result indicates a compressive strength at the maximum curing age specified or allowed below 85 percent, the concrete represented by that test will be rejected, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength and quality of the concrete placed in the work are acceptable. If the evidence consists of tests made on cores taken from the work, the cores shall be obtained and tested in conformance with the requirements in ASTM Designation: C 42.

- No single compressive strength test shall represent more than 250 cubic meters.

- When a precast concrete member is steam cured, the compressive strength of the concrete will be determined from test cylinders which have been handled and stored in conformance with Method 3 of California Test 540. The compressive strength of steam cured concrete will be evaluated on the basis of individual tests representing specific portions of production. When the concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete shall be considered to be acceptable whenever its compressive strength reaches the specified 28-day compressive

strength provided that strength is reached in not more than the maximum number of days specified or allowed after the member is cast.

- If concrete is specified by compressive strength, then materials, mix proportions, mixing equipment, and procedures proposed for use shall be prequalified prior to placement of the concrete. Prequalification shall be accomplished by the submission of acceptable certified test data or trial batch reports by the Contractor. Prequalification data shall be based on the use of materials, mix proportions, mixing equipment, procedures, and size of batch proposed for use in the work.

- Certified test data, in order to be acceptable, must indicate that not less than 90 percent of at least 20 consecutive tests exceed the specified strength at the maximum number of cure days specified or allowed, and none of those tests are less than 95 percent of specified strength. Strength tests included in the data shall be the most recent tests made on concrete of the proposed mix design and all shall have been made within one year of the proposed use of the concrete.

- Trial batch test reports, in order to be acceptable, must indicate that the average compressive strength of 5 consecutive concrete cylinders, taken from a single batch, at not more than 28 days (or the maximum age allowed) after molding shall be at least 4 MPa greater than the specified 28-day compressive strength, and no individual cylinder shall have a strength less than the specified strength at the maximum age specified or allowed. Data contained in the report shall be from trial batches which were produced within one year of the proposed use of specified strength concrete in the project. Whenever air-entrainment is required, the air content of trial batches shall be equal to or greater than the air content specified for the concrete without reduction due to tolerances.

- Tests shall be performed in conformance with either the appropriate California Test methods or the comparable ASTM test methods. Equipment employed in testing shall be in good condition and shall be properly calibrated. If the tests are performed during the life of the contract, the Engineer shall be notified sufficiently in advance of performing the tests in order to witness the test procedures.

- The certified test data and trial batch test reports shall include the following information:

- A. Date of mixing.
- B. Mixing equipment and procedures used.
- C. The size of batch in cubic meters and the mass, type and source of ingredients used.
- D. Penetration of the concrete.
- E. The air content of the concrete if an air-entraining admixture is used.
- F. The age at time of testing and strength of concrete cylinders tested.

- Certified test data and trial batch test reports shall be signed by an official of the firm which performed the tests.

- When approved by the Engineer, concrete from trial batches may be used in the work at locations where concrete of a lower quality is required and the concrete will be paid for as the type or class of concrete required at that location.

- After materials, mix proportions, mixing equipment, and procedures for concrete have been prequalified for use, additional prequalification by testing of trial batches will be required prior to making changes which, in the judgment of the Engineer, could result in a lowering of the strength of the concrete below that specified.

- The Contractor's attention is directed to the time required to test trial batches. The Contractor shall be responsible for production of trial batches at a sufficiently early date so that the progress of the work is not delayed.

- When precast concrete members are manufactured at the plant of an established manufacturer of precast concrete members, the mix proportions of the concrete shall be determined by the Contractor, and a trial batch and prequalification of the materials, mix proportions, mixing equipment, and procedures will not be required.

Section 90-10.02A, "Portland Cement," of the Standard Specifications is renamed "Cementitious Material" and is amended to read:

90-10.02A CEMENTITIOUS MATERIAL

- Cementitious material shall conform to the provisions in Section 90-1.01, "Description." Compressive strength requirements consist of a minimum strength which must be attained before various loads or stresses are applied to the concrete and, for concrete designated by strength, a minimum strength at the age of 28 days or at the age otherwise allowed in Section 90-1.01, "Description." The various strengths required are specified in these specifications or are shown on the plans.

The fifth paragraph in Section 90-10.02B, "Aggregate," of the Standard Specifications is deleted.

Section 90-10.03, "Production," of the Standard Specifications is amended to read:

90-10.03 PRODUCTION

- Cementitious material, water, aggregate, and admixtures shall be stored, proportioned, mixed, transported, and discharged in conformance with recognized standards of good practice, which will result in concrete that is thoroughly and uniformly mixed, which is suitable for the use intended, and which conforms to provisions specified herein. Recognized standards of good practice are outlined in various industry publications such as those issued by American Concrete Institute, AASHTO, or California Department of Transportation.

- The cementitious material content of minor concrete shall conform to the provisions in Section 90-1.01, "Description."

- The amount of water used shall result in a consistency of concrete conforming to the provisions in Section 90-6.06, "Amount of Water and Penetration." Additional mixing water shall not be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer.

- Discharge of ready-mixed concrete from the transporting vehicle shall be made while the concrete is still plastic and before stiffening occurs. An elapsed time of 1.5 hours (one hour in non-agitating hauling equipment), or more than 250 revolutions of the drum or blades, after the introduction of the cementitious material to the aggregates, or a temperature of concrete of more than 32°C will be considered as conditions contributing to the quick stiffening of concrete. The Contractor shall take whatever action is necessary to eliminate quick stiffening, except that the addition of water will not be permitted.

- The required mixing time in stationary mixers shall be not less than 50 seconds or more than 5 minutes.

- The minimum required revolutions at mixing speed for transit-mixed concrete shall be not less than that recommended by the mixer manufacturer, and shall be increased, if necessary, to produce thoroughly and uniformly mixed concrete.

- Each load of ready-mixed concrete shall be accompanied by a weight certificate which shall be delivered to the Engineer at the discharge location of the concrete, unless otherwise directed by the Engineer. The weight certificate shall be clearly marked with the date and time of day when the load left the batching plant and, if hauled in truck mixers or agitators, the time the mixing cycle started.

- A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall be furnished to the Engineer, prior to placing minor concrete from a source not previously used on the contract, stating that minor concrete to be furnished meets contract requirements, including minimum cementitious material content specified.

The third and fourth paragraphs in Section 90-11.02, "Payment," of the Standard Specifications are amended to read:

- Should the Engineer order the Contractor to incorporate admixtures into the concrete when their use is not required by these specifications or the special provisions, furnishing the admixtures and adding them to the concrete will be paid for as extra work as provided in Section 4-1.03D.

- Should the Contractor use admixtures in conformance with the provisions in Section 90-4.05, "Optional Use of Chemical Admixtures," or Section 90-4.07, "Optional Use of Air-entraining Admixtures," or should the Contractor request and obtain permission to use other admixtures for the Contractor's benefit, the Contractor shall furnish those admixtures and incorporate them in the concrete at the Contractor's expense and no additional compensation will be allowed therefor.

SECTION 8-3. WELDING

8-3.01 WELDING ELECTRODES

Flux core welding electrodes conforming to the requirements of AWS A5.20 E6XT-4 or E7XT-4 shall not be used to perform any type of welding for this project.

8-3.02 WELDING QUALITY CONTROL

Welding quality control shall conform to the requirements in the AWS welding codes, the Standard Specifications, and these special provisions.

Welding quality control shall apply when any work is welded in conformance with the provisions in Section 49, "Piling," Section 52, "Reinforcement," Section 55, "Steel Structures," Section 56-1, "Overhead Sign Structures," Section 75-1.035, "Bridge Joint Restrainer Units," or Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications.

Wherever reference is made to the following AWS welding codes in the Standard Specifications, on the plans or in these special provisions, the year of adoption for these codes shall be as listed:

AWS Code	Year of Adoption
D1.1	1998
D1.4	1992
D1.5	1995
D1.5 (metric only)	1996

All requirements of the AWS welding codes shall apply unless specified otherwise in the Standard Specifications, on the plans or in these special provisions. Wherever the abbreviation AWS is used, it shall be equivalent to the abbreviations ANSI/AWS or ANSI/AASHTO/AWS.

The welding of all fracture critical members (FCMs) shall conform to the provisions specified in the Fracture Control Plan (FCP) and herein.

The Contractor shall designate in writing a welding Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for the quality of welding, including materials and workmanship, performed by the Contractor and all subcontractors.

The QCM shall be the sole individual responsible to the Contractor for submitting, receiving, and approving all correspondence, required submittals, and reports to and from the Engineer.

The QCM shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.

Welding inspection personnel or nondestructive testing (NDT) firms to be used in the work shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project, except for the following conditions:

- A. The welding is performed at a permanent fabrication facility which is certified under the AISC Quality Certification Program, Category Cbr, Major Steel Bridges.
- B. The welding is performed at a permanent fabrication facility which is certified under the AISC Quality Certification Program, Category Sbd, Conventional Steel Building Structures. This condition shall apply only for work welded in conformance with the provisions in Section 56-1, "Overhead Sign Structures" or Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications.

For welding performed at such certified facilities, the inspection personnel or NDT firms may be employed or compensated by the fabrication facility performing the welding.

Prior to submitting the Welding Quality Control Plan (WQCP) required herein, a pre-welding meeting between the Engineer, Contractor and any welding subcontractors or entities hired by these subcontractors to be used in the work, shall be held to discuss the requirements for the WQCP.

Prior to performing any welding, the Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 3 copies of a separate WQCP for each item of work for which welding is to be performed. As a minimum, each WQCP shall include the following:

- A. The name of the welding firm and the NDT firm to be used;
- B. A manual prepared by the NDT firm that shall include equipment, testing procedures, code of safe practices, the Written Practice of the NDT firm, and the names, qualifications and documentation of certifications for all personnel to be used;
- C. The name of the QCM and the names, qualifications and documentation of certifications for all Quality Control (QC) Inspectors and Assistant Quality Control Inspectors to be used;
- D. An organizational chart showing all QC personnel and their assigned QC responsibilities;
- E. The methods and frequencies for performing all required quality control procedures, including QC inspection forms to be used, as required by the specifications including:
 - 1. all visual inspections;
 - 2. all NDT including radiographic geometry, penetrometer and shim selection, film quality, film processing, radiograph identification and marking system, and film interpretation and reports; and
 - 3. calibration procedures and calibration frequency for all NDT equipment;
- F. A system for the identification and tracking of all welds, NDT and any required repairs, and a procedure for the reinspection of any repaired welds. The system shall have provisions for 1) permanently identifying each weld and the person who performed the weld, 2) placing all identification and tracking information on each radiograph and 3) a method of reporting nonconforming welds to the Engineer;

- G. Standard procedures for performing noncritical repair welds. Noncritical repair welds are defined as welds to deposit additional weld beads or layers to compensate for insufficient weld size and to fill limited excavations that were performed to remove unacceptable edge or surface discontinuities, rollover or undercut. The depth of these excavations shall not exceed 65 percent of the specified weld size;
- H. The welding procedure specification (WPS), including documentation of all supporting Procedure Qualification Record (PQR) tests performed, and the name of the testing laboratory who performed the tests, to verify the acceptability of the WPS. The submitted WPS shall be within the allowable period of effectiveness;
- I. Documentation of all certifications for welders for each weld process and position that will be used. Certifications shall list the electrodes used, test position, base metal and thickness, tests performed, and the witnessing authority. All certifications shall be within the allowable period of effectiveness; and
- J. One copy each of all AWS welding codes and the FCP which are applicable to the welding to be performed. These codes and the FCP shall become the permanent property of the Department.
- K. Example forms to be used for Certificates of Compliance, daily production logs, and daily reports.

The Engineer shall have 10 working days to review the WQCP submittal after a complete plan has been received. No welding shall be performed until the WQCP is approved in writing by the Engineer. Should the Engineer fail to complete the review within this time allowance and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the WQCP, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

An amended WQCP or addendum shall be submitted to, and approved in writing by the Engineer, for any proposed revisions to the approved WQCP. An amended WQCP or addendum will be required for any revisions to the WQCP, including but not limited to a revised WPS, additional welders, changes in NDT firms or procedures, QC or NDT personnel, or updated systems for tracking and identifying welds. The Engineer shall have 3 working days to complete the review of the amended WQCP or addendum. Work that is affected by any of the proposed revisions shall not be performed until the amended WQCP or addendum has been approved. Should the Engineer fail to complete the review within this time allowance and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the amended WQCP or addendum, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

After final approval of the WQCP, amended WQCP, or addendum, the Contractor shall submit 7 copies to the Engineer of each of these approved documents.

It is expressly understood that the Engineer's approval of the Contractor's WQCP shall not relieve the Contractor of any responsibility under the contract for the successful completion of the work in conformity with the requirements of the plans and specifications. The Engineer's approval shall not constitute a waiver of any of the requirements of the plans and specifications nor relieve the Contractor of any obligation thereunder, and defective work, materials and equipment may be rejected notwithstanding approval of the WQCP.

A daily production log for welding shall be kept by the QCM for each day that welding is performed. The log shall clearly indicate the locations of all welding, and shall include the welders' names, amount of welding performed, any problems or deficiencies discovered, and any testing or repair work performed, at each location. The daily report from each Quality Control Inspector shall also be included in the log.

The following items shall be included in a Welding Report that is to be submitted to the Engineer within 7 days following the performance of any welding:

- A. Reports of all visual weld inspections and NDT;
- B. Radiographs and radiographic reports, and other required NDT reports;
- C. Documentation that the Contractor has evaluated all radiographs and other nondestructive tests, corrected all rejectable deficiencies, and all repaired welds have been reexamined by the required NDT and found acceptable; and
- D. Daily production log.

All radiographic envelopes shall have clearly written on the outside of the envelope the following information: name of the QCM, name of the nondestructive testing firm, name of the radiographer, date, contract number, complete part description, and all included weld numbers or a report number, as detailed in the WQCP. In addition, all innerleaves shall have clearly written on them the part description and all included weld numbers, as detailed in the WQCP.

All reports regarding NDT, including radiographs, shall be signed by both the NDT technician and the person that performed the review, and then submitted directly to the QCM for review and signature prior to submittal to the Engineer. Corresponding names shall be clearly printed or typewritten next to all signatures.

The Engineer will review the Welding Report to determine if the Contractor is in conformance with the WQCP. Except for steel piling, the Engineer shall be allowed 7 days to review the report and respond in writing after a complete Welding Report has been received. The review time for steel piling shall be as specified in "Piling" of these special provisions. Prior to receiving notification from the Engineer of the Contractor's conformance with the WQCP, the Contractor may encase in concrete or cover any welds for which a Welding Report has been submitted. However, should the Contractor elect to encase or cover those welds prior to receiving notification from the Engineer, it is expressly understood that the Contractor shall not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Any material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase or cover any welds pending notification by the Engineer, and should the Engineer fail to complete the review and provide notification within this time allowance, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in notification, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Sections 6.1.2 through 6.1.4.3 of AWS D 1.1, Sections 7.1.1 and 7.1.2 of AWS D 1.4, and Sections 6.1.1.1 through 6.1.3.3 of AWS D 1.5 are replaced with the following:

Quality Control (QC) shall be the responsibility of the Contractor. As a minimum, the Contractor shall perform inspection and testing prior to welding, during welding and after welding as specified in this section and additionally as necessary to ensure that materials and workmanship conform to the requirements of the contract documents.

The Quality Control (QC) Inspector shall be the duly designated person who performs inspection, testing, and quality matters for all welding.

Quality Assurance (QA) is the prerogative of the Engineer. The QA Inspector is the duly designated person who acts for and on behalf of the Engineer.

All QC Inspectors shall be responsible for quality control acceptance or rejection of materials and workmanship, and shall be currently certified as AWS Certified Welding Inspectors (CWI) in conformance with the requirements in AWS QC1, "Standard and Guide for Qualification of Welding Inspectors."

The QC Inspector may be assisted by an Assistant QC Inspector provided that this individual is currently certified as an AWS Certified Associate Welding Inspector (CAWI) in conformance with the requirements in AWS QC1, "Standard and Guide for Qualification of Welding Inspectors," or has equivalent qualifications. The QC Inspector shall monitor the Assistant QC Inspector's work, and shall be responsible for signing all reports.

When the term "Inspector" is used without further qualification, it shall refer to the QC Inspector.

Section 6.14.6, "Personnel Qualification," of AWS D 1.1, Section 7.7.6, "Personnel Qualification," of AWS D 1.4, and Section 6.1.3.4, "Personnel Qualification," of AWS D 1.5 are replaced with the following:

Personnel performing NDT shall be qualified in conformance with the requirements in the current edition of the American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A and the Written Practice of the NDT firm. The Written Practice of the NDT firm shall meet or exceed the requirements of the current edition of the ASNT Recommended Practice No. SNT-TC-1A. Only individuals who are 1) qualified for NDT Level II, or 2) Level III technicians who have been directly certified by the ASNT and are authorized to perform the work of Level II technicians, shall perform NDT, review the results, and prepare the written reports.

Section 6.5.4, "Scope of Examination," of AWS D 1.1 and Section 7.5.4 of AWS D 1.4 are replaced with the following:

The QC Inspector shall inspect and approve the joint preparation, assembly practice, welding techniques, and performance of each welder, welding operator, and tack welder to make certain that the applicable requirements of this code and the approved WPS are met.

Section 6.5.4 of AWS D 1.5 is replaced with the following:

The QC Inspector shall inspect and approve the joint preparation, assembly practice, welding techniques, and performance of each welder, welding operator, and tack welder to make certain that the applicable requirements of this code and the approved WPS are met. The QC Inspector shall examine the work to make certain that it meets the requirements of section 3 and 9.21. The size and contour of welds shall be measured using suitable gages. Visual inspection for cracks in welds and base metal, and for other discontinuities should be aided by strong light magnifiers, or such other devices as may be helpful. Acceptance criteria different from those specified in this code may be used when approved by the Engineer.

The Engineer shall have the authority to verify the qualifications or certifications of any welder, Quality Control Inspector, or NDT personnel to specified levels by retests or other means.

A sufficient number of QC Inspectors shall be provided to ensure continuous inspection when any welding is being performed. Continuous inspection, as a minimum, shall include (1) having QC Inspectors continually present on all shifts when any welding is being performed, or (2) having a QC Inspector within such close proximity of all welding operations that inspections by the QC Inspector of each operation, at each welding location, shall not lapse for a period exceeding 30 minutes.

Inspection and approval of the joint preparation, assembly practice, welding techniques, and performance of each welder, welding operator, and tack welder shall be documented by the QC Inspector on a daily basis for each day that welding is performed.

The QC Inspector shall provide reports to the QCM on a daily basis for each day that welding is performed.

Except for noncritical weld repairs, base metal repairs, or any other type of repairs not submitted in the WQCP, the Engineer shall be notified immediately in writing when any welding problems or deficiencies are discovered and also of the proposed repair procedures to correct them. The Engineer shall have 5 working days to review these procedures. No remedial work shall begin until the repair procedures are approved in writing by the Engineer. Should the Engineer fail to complete the review within this time allowance and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the proposed repair procedures, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

When joint details that are not prequalified by the applicable AWS codes are proposed for use in the work, all welders using these details shall perform a qualification test plate using the approved WPS variables and the joint detail to be used in production. The test plate shall be the maximum thickness to be used in production. The test plate shall be mechanically or radiographically tested as directed by the Engineer. Mechanical and radiographic testing and acceptance criteria shall be as specified in the applicable AWS codes.

The period of effectiveness for a welder's or welding operator's qualification shall be a maximum of 3 years for the same weld process, welding position, and weld type. A valid qualification at the beginning of work on a contract will be acceptable for the entire period of the contract, as long as the welder's work remains satisfactory.

All qualification tests for welders, welding operators, and WPSs used in welding operations will be witnessed by the Engineer.

Section 6.6.5, "Nonspecified Nondestructive Testing Other Than Visual," of AWS D 1.1, Section 6.6.5 of AWS D 1.4 and Section 6.6.5 of AWS D 1.5 shall not apply.

For any welding, the Engineer may direct the Contractor to perform NDT that is in addition to the visual inspection or NDT specified in the AWS welding codes, in the Standard Specifications or in these special provisions. Additional NDT required by the Engineer, will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. Should any welding deficiencies be discovered by this additional NDT, the cost of the testing will not be paid for as extra work and shall be at the Contractor's expense.

All required repair work to correct welding deficiencies, whether discovered by the required visual inspection or NDT, or by additional NDT directed by the Engineer, and any associated delays or expenses caused to the Contractor by performing these repairs, shall be at the Contractor's expense.

At the completion of all welding, the QCM shall sign and furnish to the Engineer, a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each item of work for which welding was performed. The certificate shall state that all of the materials and workmanship incorporated in the work, and all required tests and inspections of this work, have been performed in conformance with the details shown on the plans and the provisions of the Standard Specifications and these special provisions.

Full compensation for conforming to of the requirements of this section shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

SECTION 9. (BLANK)

SECTION 10. CONSTRUCTION DETAILS

SECTION 10-1. GENERAL

10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

The first order of work shall be to place the order for the electrical equipment. The Contractor shall furnish the Engineer with a statement from the vendor that the order for the electrical equipment has been received and accepted by the vendor.

At those locations exposed to public traffic where guard railings or barriers are to be constructed, reconstructed, or removed and replaced, the Contractor shall schedule operations so that at the end of each working day there shall be no post holes open nor shall there be any railing or barrier posts installed without the blocks and rail elements assembled and mounted thereon.

10-1.02 WATER POLLUTION CONTROL

Water pollution control work shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications and these special provisions.

Water pollution control work shall conform to the requirements in the Construction Contractor's Guide and Specifications of the Caltrans Storm Water Quality Handbooks, dated April 1997, and addenda thereto issued up to and including the date of advertisement of the project, hereafter referred to as the "Handbook." Copies of the Handbook may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520.

Copies of the Handbook are also available for review at Department of Transportation, District 7, Division of Construction, 120 South Spring Street, Room 244, Los Angeles, CA 90012.

The Contractor shall know and fully comply with the applicable provisions of the Handbook and Federal, State, and local regulations that govern the Contractor's operations and storm water discharges from both the project site and areas of disturbance outside the project limits during construction.

Unless arrangements for disturbance of areas outside the project limits are made by the Department and made part of the contract, it is expressly agreed that the Department assumes no responsibility whatsoever to the Contractor or property owner with respect to any arrangements made between the Contractor and property owner to allow disturbance of areas outside the project limits.

The Contractor shall be responsible for the costs and for liabilities imposed by law as a result of the Contractor's failure to comply with the requirements set forth in this section "Water Pollution Control" including, but not limited to, compliance with the applicable provisions of the Handbook and Federal, State, and local regulations. For the purposes of this paragraph, costs and liabilities include, but are not limited to, fines, penalties, and damages whether assessed against the State or the Contractor, including those levied under the Federal Clean Water Act and the State Porter Cologne Water Quality Act.

In addition to the remedies authorized by law, an amount of the money due the Contractor under the contract, as determined by the Department, may be retained by the State of California until disposition has been made of the costs and liabilities.

The retention of money due the Contractor shall be subject to the following:

- A. The Department will give the Contractor 30 days notice of the Department's intention to retain funds from partial payments which may become due to the Contractor prior to acceptance of the contract. Retention of funds from payments made after acceptance of the contract may be made without prior notice to the Contractor.
- B. No retention of additional amounts out of partial payments will be made if the amount to be retained does not exceed the amount being withheld from partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications.
- C. If the Department has retained funds and it is subsequently determined that the State is not subject to the costs and liabilities in connection with the matter for which the retention was made, the Department shall be liable for interest on the amount retained at the legal rate of interest for the period of the retention.

Conformance with the provisions in this section "Water Pollution Control" shall not relieve the Contractor from the Contractor's responsibilities as provided in Section 7, "Legal Relations and Responsibilities," of the Standard Specifications.

WATER POLLUTION CONTROL PROGRAM PREPARATION, APPROVAL AND UPDATES

As part of the water pollution control work, a Water Pollution Control Program, hereafter referred to as the "WPCP," is required for this contract. The WPCP shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications, the requirements in the Handbook, and these special provisions.

No work having potential to cause water pollution, as determined by the Engineer, shall be performed until the WPCP has been approved by the Engineer.

Within 7 days after the approval of the contract, the Contractor shall submit 3 copies of the WPCP to the Engineer. The Engineer will have 3 days to review the WPCP. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the WPCP within 3 days of receipt of the Engineer's comments. The Engineer will have 3 days to review the revisions. Upon the Engineer's approval of the WPCP, 3 additional copies of the WPCP incorporating the required changes shall be submitted to the Engineer. Minor changes or clarifications to the initial submittal may be made and attached

as amendments to the WPCP. In order to allow construction activities to proceed, the Engineer may conditionally approve the WPCP while minor revisions or amendments are being completed.

The WPCP shall identify pollution sources that may adversely affect the quality of storm water discharges associated with the project and shall identify water pollution control measures, hereafter referred to as control measures, to be constructed, implemented, and maintained in order to reduce to the extent feasible pollutants in storm water discharges from the construction site during construction under this contract.

The WPCP shall incorporate control measures in the following categories:

- A. Soil stabilization practices;
- B. Sediment control practices;
- C. Sediment tracking control practices;
- D. Wind erosion control practices; and
- E. Nonstorm water management and waste management and disposal control practices.

Specific objectives and minimum requirements for each category of control measures are contained in the Handbook.

The Contractor shall consider the objectives and minimum requirements presented in the Handbook for each of the above categories. When minimum requirements are listed for any category, the Contractor shall incorporate into the WPCP and implement on the project, one or more of the listed minimum controls required in order to meet the pollution control objectives for the category. In addition, the Contractor shall consider other control measures presented in the Handbook and shall incorporate into the WPCP and implement on the project the control measures necessary to meet the objectives of the WPCP. The Contractor shall document the selection process in conformance with the procedure specified in the Handbook.

The WPCP shall include, but not be limited to, the following items as described in the Handbook:

- A. Project description and Contractor's certification;
- B. Project information;
- C. Pollution sources, control measures, and water pollution control drawings; and
- D. Amendments, if any.

The Contractor shall amend the WPCP, graphically and in narrative form, whenever there is a change in construction activities or operations which may affect the discharge of significant quantities of pollutants to surface waters, ground waters, municipal storm drain systems or when deemed necessary by the Engineer. The WPCP shall be amended if the WPCP has not achieved the objective of reducing pollutants in storm water discharges. Amendments shall show additional control measures or revised operations, including those in areas not shown in the initially approved WPCP, which are required on the project to control water pollution effectively. Amendments to the WPCP shall be submitted for review and approval by the Engineer in the same manner specified for the initially approved WPCP. Amendments shall be dated and attached to the on-site WPCP document.

The Contractor shall keep a copy of the WPCP, together with updates, revisions and amendments at the project site.

WPCP IMPLEMENTATION

Upon approval of the WPCP, the Contractor shall be responsible throughout the duration of the project for installing, constructing, inspecting, and maintaining the control measures included in the WPCP and any amendments thereto and for removing and disposing of temporary control measures. Unless otherwise directed by the Engineer or specified in these special provisions, the Contractor's responsibility for WPCP implementation shall continue throughout any temporary suspension of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. Requirements for installation, construction, inspection, maintenance, removal, and disposal of control measures are specified in the Handbook and these special provisions.

Soil stabilization practices and sediment control measures, including minimum requirements, shall be provided throughout the winter season, defined as between November 1 and March 15.

Implementation of soil stabilization practices and sediment control measures for soil-disturbed areas on the project site shall be completed, except as provided for below, not later than 20 days prior to the beginning of the winter season or upon start of applicable construction activities for projects which begin either during or within 20 days of the winter season.

Throughout the winter season, the active, soil-disturbed area of the project site shall be less than 2 hectares. The Engineer may approve, on a case-by-case basis, expansions of the active, soil-disturbed area limit. The Contractor shall demonstrate the ability and preparedness to fully deploy soil stabilization practices and sediment control measures to protect soil-disturbed areas on the project site before the onset of precipitation. A quantity of soil stabilization and sediment control materials shall be maintained on site equal to 100 percent of that sufficient to protect unprotected, soil-disturbed areas on the project site. A detailed plan for the mobilization of sufficient labor and equipment shall be maintained to fully deploy control measures required to protect unprotected, soil-disturbed areas on the project site prior to the onset of precipitation. A current inventory of control measure materials and the detailed mobilization plan shall be included as part of the WPCP.

Throughout the winter season, soil-disturbed areas on the project site shall be considered to be nonactive whenever soil disturbing activities are expected to be discontinued for a period of 20 or more days and the areas are fully protected. Areas that will become nonactive either during the winter season or within 20 days thereof shall be fully protected with soil stabilization practices and sediment control measures within 10 days of the discontinuance of soil disturbing activities or prior to the onset of precipitation, whichever is first to occur.

Throughout the winter season, active soil-disturbed areas of the project site shall be fully protected at the end of each day with soil stabilization practices and sediment control measures unless fair weather is predicted through the following work day. The weather forecast shall be monitored by the Contractor on a daily basis. The National Weather Service forecast shall be used. An alternative weather forecast proposed by the Contractor may be used if approved by the Engineer. If precipitation is predicted prior to the end of the following work day, construction scheduling shall be modified, as required, and functioning control measures shall be deployed prior to the onset of the precipitation.

The Contractor shall implement, year-round and throughout the duration of the project, control measures included in the WPCP for sediment tracking, wind erosion, nonstorm water management, and waste management and disposal.

The Engineer may order the suspension of construction operations which create water pollution if the Contractor fails to conform to the provisions in this section "Water Pollution Control" as determined by the Engineer.

MAINTENANCE

To ensure the proper implementation and functioning of control measures, the Contractor shall regularly inspect and maintain the construction site for the control measures identified in the WPCP. The Contractor shall identify corrective actions and time needed to address any deficient measures or reinitiate any measures that have been discontinued.

The construction site inspection checklist provided in the Handbook shall be used to ensure that the necessary measures are being properly implemented, and to ensure that the control measures are functioning adequately. One copy of each site inspection record shall be submitted to the Engineer.

During the winter season, inspections of the construction site shall be conducted by the Contractor to identify deficient measures, as follows:

- A. Prior to a forecast storm;
- B. After all precipitation which causes runoff capable of carrying sediment from the construction site;
- C. At 24-hour intervals during extended precipitation events; and
- D. Routinely, at a minimum of once every 2 weeks.

If the Contractor or the Engineer identifies a deficiency in the deployment or functioning of an identified control measure, the deficiency shall be corrected immediately. The deficiency may be corrected at a later date and time if requested by the Contractor and approved by the Engineer in writing, but not later than the onset of subsequent precipitation events. The correction of deficiencies shall be at no additional cost to the State.

PAYMENT

Full compensation for conforming to the provisions in this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

Those control measures which are shown on the plans and for which there is a contract item of work will be measured and paid for as that contract item of work.

The Engineer will retain an amount equal to 25 percent of the estimated value of the contract work performed during estimate periods in which the Contractor fails to conform to the provisions in this section "Water Pollution Control" as determined by the Engineer.

Retentions for failure to conform to the provisions in this section "Water Pollution Control" shall be in addition to the other retentions provided for in the contract. The amounts retained for failure of the Contractor to conform to the provisions in this section will be released for payment on the next monthly estimate for partial payment following the date that a WPCP has been implemented and maintained and water pollution is adequately controlled, as determined by the Engineer.

10-1.03 PRESERVATION OF PROPERTY

Attention is directed to Section 7-1.11, "Preservation of Property," of the Standard Specifications and these special provisions.

Existing trees, shrubs and other plants, that are not to be removed as shown on the plans or specified in these special provisions, and are injured or damaged by reason of the Contractor's operations, shall be replaced by the Contractor. The minimum size of tree replacement shall be No. 15 and the minimum size of shrub replacement shall be No. 15 container. Replacement ground cover plants shall be from flats and shall be planted 300 mm on center. Replacement of *Carpobrotus* ground cover plants shall be from cuttings and shall be planted 300 mm on center. Replacement planting shall conform to the

requirements in Section 20-4.07, "Replacement," of the Standard Specifications. The Contractor shall water replacement plants in conformance with the provisions in Section 20-4.06, "Watering," of the Standard Specifications.

Damaged or injured plants shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13 of the Standard Specifications. At the option of the Contractor, removed trees and shrubs may be reduced to chips. The chipped material shall be spread within the highway right of way at locations designated by the Engineer.

Replacement planting of injured or damaged trees, shrubs and other plants shall be completed not less than 20 working days prior to acceptance of the contract. Replacement plants shall be watered as necessary to maintain the plants in a healthy condition.

10-1.04 PROGRESS SCHEDULE

Progress schedules are required for this contract and shall be submitted in conformance with the provisions in Section 8-1.04, "Progress Schedule," of the Standard Specifications.

10-1.05 OBSTRUCTIONS

Attention is directed to Section 8-1.10, "Utility and Non-Highway Facilities," and Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

The Contractor shall notify the Engineer and the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, duct, wire or other structure. Regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	1-800-642-2444 1-800-227-2600
Underground Service Alert-Southern California (USA)	1-800-422-4133 1-800-227-2600

10-1.06 CONSTRUCTION AREA SIGNS

Construction area signs shall be furnished, installed, maintained, and removed when no longer required in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to the provisions in "Approved Traffic Products" of these special provisions. Type II retroreflective sheeting shall not be used on construction area sign panels.

Attention is directed to "Construction Project Information Signs" of these special provisions regarding the number and type of construction project information signs to be furnished, erected, maintained, and removed and disposed of.

The Contractor shall notify the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to commencing excavation for construction area sign posts. The regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	1-800-642-2444 1-800-227-2600
Underground Service Alert-Southern California (USA)	1-800-422-4133 1-800-227-2600

Excavations required to install construction area signs shall be performed by hand methods without the use of power equipment, except that power equipment may be used if it is determined there are no utility facilities in the area of the proposed post holes.

Sign substrates for stationary mounted construction area signs may be fabricated from fiberglass reinforced plastic as specified under "Approved Traffic Products" of these special provisions.

10-1.07 MAINTAINING TRAFFIC

Attention is directed to Sections 7-1.08, "Public Convenience," 7-1.09, "Public Safety," and 12, "Construction Area Traffic Control Devices," of the Standard Specifications and to the provisions in "Public Safety", of these special provisions and these special provisions. Nothing in these special provisions shall be construed as relieving the Contractor from the responsibilities specified in Section 7-1.09.

Lane closures shall conform to the provisions in section "Traffic Control System for Lane Closure" of these special provisions.

In addition to the provisions set forth in "Public Safety" of these special provisions, whenever work to be performed on the freeway traveled way (except the work of installing, maintaining and removing traffic control devices) is within 1.8 m of the adjacent traffic lane, the adjacent traffic lane shall be closed.

Personal vehicles of the Contractor's employees shall not be parked within the freeway right of way.

The Contractor shall notify local authorities of the Contractor's intent to begin work at least 5 days before work is begun. The Contractor shall cooperate with local authorities relative to handling traffic through the area and shall make arrangements relative to keeping the working area clear of parked vehicles.

Whenever vehicles or equipment are parked on the freeway shoulder within 1.8 m of a traffic lane, the shoulder area shall be closed as shown on the plans.

Except as otherwise provided in these special provisions, freeway lanes shall be closed only during the hours shown on Charts 1 through 12 included in this section "Maintaining Traffic." Except work required under Sections 7-1.08 and 7-1.09, work that interferes with public traffic shall be performed only during the hours shown for lane closures.

Ramps may be closed anytime the two adjacent lanes are permitted to be closed in accordance with the hours shown on Charts 1 through 12.

When performing work over the roadway, the Contractor shall close the traffic lane(s) or shoulder directly below the work, except when working on overhead sign structures equipped with walkways. When work is to be performed on sign structures equipped with walkways over traffic lanes not closed to public traffic, the Contractor shall have the sign safety railings in place, all personnel secured to the structure, all tools secured to personnel, and a netting placed below the work area on the sign structure which is capable of catching material that may be accidentally dropped.

When work requires the closure of the Weigh Station on northbound Route 5 just south of Rte 126, the Contractor shall notify the Engineer in writing a minimum of 10 working days prior to the closing of the weigh station.

When an off-ramp is closed, the Contractor shall furnish and erect, as directed by the Engineer, a special sign for exit ramp closures (sign SP-3) as shown on the plans.

Special advance notice publicity signs (sign SP-1), as shown on the plans shall be posted as directed by the Engineer, a minimum of 7 days prior to the actual ramp. When ramps are closed, public traffic shall be detoured as directed by the Engineer.

Full compensation for furnishing, erecting, maintaining, and removing special signs for exit ramp closures (SP-3), special advance notice publicity signs (SP-1) as shown on the plans or in these special provisions shall be considered as included in the contract lump sum price paid for traffic control system and no additional payment will be made therefor.

All aforementioned special signs shall become the property of the Contractor at the conclusion of this project and shall be removed from the worksite.

Designated legal holidays are: January 1st, the third Monday in February, the last Monday in May, July 4th, the first Monday in September, November 11th, Thanksgiving Day, and December 25th. When a designated legal holiday falls on a Sunday, the following Monday shall be a designated legal holiday. When November 11th falls on a Saturday, the preceding Friday shall be a designated legal holiday.

Minor deviations from the requirements of this section concerning hours of work which do not significantly change the cost of the work may be permitted upon the written request of the Contractor, if in the opinion of the Engineer, public traffic will be better served and the work expedited. These deviations shall not be adopted by the Contractor until the Engineer has approved the deviations in writing. All other modifications will be made by contract change order.

Chart No. 1 Lane Requirements and Hours of Work																									
Location: CMS #44; Westbound Route 60 Freeway at Garfield Ave.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	3	3	3	2	2	
Fridays	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x		3	3	3	2	
Saturdays	2	3	3	3	3	2	3	3	x	x	x	x	x	x	x	x	x	x	x			3	3	2	
Sundays	2	2	1	1	1	1	1	2	2	3		x	x	x	x	x	x	x	x			3	3	2	
Working day before designated legal holiday	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div> <div>1</div> Provide at least one through freeway lane open in direction of travel </div> <div> <div>2</div> Provide at least two through freeway lanes open in direction of travel </div> <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on west roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 4																									

Chart No. 2																										
Lane Requirements and Hours of Work																										
Location: CMS #56; Southbound Route 170 Freeway at Burbank Blvd..																										
FROM HOUR TO HOUR	a.m.												p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
Mondays through Thursdays	1	1	1	1	1	3	x	x	x			3	3	3	3				3	2	2	2	1	1		
Fridays	1	1	1	1	1	3	x	x	x			3	3	3	3					3	2	2	2	1		
Saturdays	1	1	1	1	1	1	2	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2		
Sundays	1	1	1	1	1	1	1	2	2	3	3	3	3	3	3	3	3	3	3	3	2	2	2	1		
Working day before designated legal holiday	1	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
Legend:																										
<div><div>1</div> Provide at least one through freeway lane open in direction of travel</div>																										
<div><div>2</div> Provide at least two through freeway lanes open in direction of travel</div>																										
<div><div>3</div> Provide at least three through freeway lanes open in direction of travel</div>																										
<div><div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure</div>																										
<div><div>X</div> No lane closure permitted; no work permitted on south roadway</div>																										
REMARKS: Number of Through Traffic Lanes - 4 Does not include HOV lane.																										

Chart No. 3 Lane Requirements and Hours of Work																									
Location: CMS #57; Eastbound Route 134 Freeway at Forest Lawn Drive																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	1	1	1	1	1	2		x	x	x	x	x	x	x	x	x	x	x	x		3	3	3	2	
Fridays	1	1	1	1	1	2		x	x	x	x	x	x	x	x	x	x	x	x			3	3	3	
Saturdays	2	1	1	1	1	1	2	3	3			x	x	x	x	x	x	x	x		3	3	3	3	
Sundays	2	2	1	1	1	1	1	2	2	3										3	3	3	2	2	
Working day before designated legal holiday	1	1	1	1	1	2		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Legend: <div> <div>1</div> Provide at least one through freeway lane open in direction of travel </div> <div> <div>2</div> Provide at least two through freeway lanes open in direction of travel </div> <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on east roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 4 Does not include HOV lane.																									

Chart No. 4 Lane Requirements and Hours of Work																									
Location: CMS #61; Northbound Route 5 Freeway at Weigh Station just south of Rte 126 Freeway																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	2	2	
Fridays	1	1	1	1	1	2	2	2	2	2	3	3	3	3					3	3	3	2	2	2	
Saturdays	1	1	1	1	1	2	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	1	
Sundays	1	1	1	1	1	1	1	2	2	2	3	3	3	3	3	3	3	3	3	2	2	1	1		
Working day before designated legal holiday	1	1	1	1	1	2	2	2	2	2	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div> <div>1</div> Provide at least one through freeway lane open in direction of travel </div> <div> <div>2</div> Provide at least two through freeway lanes open in direction of travel </div> <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on north roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 4																									

Chart No. 5 Lane Requirements and Hours of Work																									
Location: CMS #73; Westbound Route 10 Freeway at Puente Ave																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	1	1	1	1	2	x	x	x	x	x				x	x	x	x	x		3	3	3	2	2	
Fridays	1	1	1	1	2	x	x	x	x	x				x	x	x	x	x			3	3	3	2	
Saturdays	2	1	1	1	1	2	3	3		x	x	x	x	x	x	x	x	x	x			3	3	2	
Sundays	2	1	1	1	1	2	2	2	3				x	x	x	x	x	x	x	x		3	3	2	
Working day before designated legal holiday	1	1	1	1	2	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend:																									
1	Provide at least one through freeway lane open in direction of travel																								
2	Provide at least two through freeway lanes open in direction of travel																								
3	Provide at least three through freeway lanes open in direction of travel																								
	No lane closure permitted; work permitted anywhere that does not require freeway lane closure																								
X	No lane closure permitted; no work permitted on west roadway																								
REMARKS: Number of Through Traffic Lanes - 4																									

Chart No. 6 Lane Requirements and Hours of Work																									
Location: CMS #74; Westbound Route 60 Freeway at Seventh Ave.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	3	3	3	3	2	
Fridays	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x		3	3	3	2	
Saturdays	2	1	1	1	2	2	3		x	x	x	x	x	x	x	x	x	x	x					3	
Sundays	2	2	1	1	1	1	2	2	3		x	x	x	x	x	x	x	x	x	x	x		3	2	
Working day before designated legal holiday	1	1	1	1	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div> <div>1</div> Provide at least one through freeway lane open in direction of travel </div> <div> <div>2</div> Provide at least two through freeway lanes open in direction of travel </div> <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on west roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 4																									

Chart No. 7 Lane Requirements and Hours of Work																									
Location: CMS #74; Eastbound Route 60 Freeway at Seventh Ave.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	3	3	3	3	3	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x		4	4	3	
Fridays	3	3	3	3	3	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		4	3	
Saturdays	3	3	3	3	3	3	3	3	4	4			x	x	x	x	x	x	x		4	4	4	4	
Sundays	3	3	3	3	3	3	3	3	3	3	4	4									4	4	3	3	
Working day before designated legal holiday	3	3	3	3	3	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div>4</div> Provide at least four through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on east roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 5																									

Chart No. 8 Lane Requirements and Hours of Work																									
Location: CMS #78; Westbound Route 134 Freeway West of Pass Ave.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	2	1	1	1	1	2		x	x	x	x	x	x	x	x	x	x	x	x	x			3	2	
Fridays	2	1	1	1	1	2		x	x	x	x	x	x	x	x	x	x	x	x	x		3	3	2	
Saturdays	2	2	1	1	1	1	2	3					x	x	x	x	x	x			3	3	3	3	
Sundays	2	2	1	1	1	1	1	2	2	3											3	3	3	3	
Working day before designated legal holiday	2	1	1	1	1	2		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div> <div>1</div> Provide at least one through freeway lane open in direction of travel </div> <div> <div>2</div> Provide at least two through freeway lanes open in direction of travel </div> <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on west roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 5 Does not include HOV lane.																									

Chart No. 9 Lane Requirements and Hours of Work																									
Location: CMS #81; Westbound Route 210 Freeway at Allen Ave.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	2	2	2	2	2	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x		4	4	3	
Fridays	2	2	2	2	2	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x		4	4	3	
Saturdays	2	2	2	2	2	2	3	4				x	x	x	x	x	x	x	x		4	4	4	3	
Sundays	2	2	2	2	2	2	2	2	3	4	4				x	x	x	x	x			4	3	2	
Working day before designated legal holiday	2	2	2	2	2	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div> <div>2</div> Provide at least two through freeway lanes open in direction of travel </div> <div> <div>3</div> Provide at least three through freeway lanes open in direction of travel </div> <div> <div>4</div> Provide at least four through freeway lanes open in direction of travel </div> <div> <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure </div> <div> <div>X</div> No lane closure permitted; no work permitted on west roadway </div>																									
REMARKS: Number of Through Traffic Lanes - 5 Does not include HOV lane.																									

Chart No. 10 Lane Requirements and Hours of Work																									
Location: CMS #82; Eastbound Route 210 Freeway at Foothill Blvd.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	1	1	1	1	1	3			3	3	3	3	3	3	3				3	2	2	2	1	1	
Fridays	1	1	1	1	1	3			3	3	3	3	3	3	3				3	3	2	2	2	1	
Saturdays	1	1	1	1	1	1	3	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2	2	1	
Sundays	1	1	1	1	1	1	1	1	1	2	2	2	2	3	3	3	3	3	2	2	2	2	3	3	
Working day before designated legal holiday	1	1	1	1	1	3			3	3	3	3	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div>1</div> Provide at least one through freeway lane open in direction of travel <div>2</div> Provide at least two through freeway lanes open in direction of travel <div>3</div> Provide at least three through freeway lanes open in direction of travel <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure <div>X</div> No lane closure permitted; no work permitted on east roadway																									
REMARKS: Number of Through Traffic Lanes - 4.																									

Chart No. 11 Lane Requirements and Hours of Work																									
Location: CMS #89; Northbound Route 101 Freeway at Universal Center Dr.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	2	1	1	1	1	2	4			4	4	4	4		x	x	x	x	x		4	4	4	3	
Fridays	2	1	1	1	1	2	4			4	4	4	4			x	x	x	x		4	4	4	4	
Saturdays	3	2	2	1	1	1	2	3	4	4	4	4								4	4	4	4	4	
Sundays	3	2	2	1	1	1	1	2	2	3	3	4	4	4	4				4	4	4	4	3	3	
Working day before designated legal holiday	2	1	1	1	1	2	4	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend: <div>1</div> Provide at least one through freeway lane open in direction of travel <div>2</div> Provide at least two through freeway lanes open in direction of travel <div>3</div> Provide at least three through freeway lanes open in direction of travel <div>4</div> Provide at least four through freeway lanes open in direction of travel <div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure <div>X</div> No lane closure permitted; no work permitted on north roadway.																									
REMARKS: Number of Through Traffic Lanes - 5																									

Chart No. 12 Lane Requirements and Hours of Work																									
Location: CMS #100; Westbound Route 210 Freeway at Wheatland Ave.																									
FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
Mondays through Thursdays	1	1	1	1	1	1	2	3	3	2	2	2	2	2	2	3				2	2	1	1	1	
Fridays	1	1	1	1	1	1	2	3	3	2	2	2	2	2	3	3				2	2	1	1	1	
Saturdays	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	
Sundays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	
Working day before designated legal holiday	1	1	1	1	1	1	2	3	3	2	2	2	x	x	x	x	x	x	x	x	x	x	x	x	
Designated legal holidays	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Legend:																									
<div><div>1</div> Provide at least one through freeway lane open in direction of travel</div>																									
<div><div>2</div> Provide at least two through freeway lanes open in direction of travel</div>																									
<div><div>3</div> Provide at least three through freeway lanes open in direction of travel</div>																									
<div><div></div> No lane closure permitted; work permitted anywhere that does not require freeway lane closure</div>																									
<div><div>X</div> No lane closure permitted; no work permitted on west roadway</div>																									
REMARKS: Number of Through Traffic Lanes - 5.																									

10-1.08 CLOSURE REQUIREMENTS AND CONDITIONS

Lane closures shall conform to the provisions in "Maintaining Traffic" of these special provisions and these special provisions.

The term closure, as used herein, is defined as the closure of a traffic lane or lanes, including ramp or connector lanes, within a single traffic control system.

CLOSURE SCHEDULE

By noon Monday, the Contractor shall submit a written schedule of planned closures for the following week period, defined as Friday noon through the following Friday noon.

The Closure Schedule shall show the locations and times when the proposed closures are to be in effect and a contingency plan that addresses handling public traffic if a closure is not reopened by the specified time. Closure schedule request forms are available for this purpose. Closure schedules submitted with incomplete, unintelligible or inaccurate information will be returned for correction. The Contractor will be notified of disapproved closures or closures that require coordination with other parties as a condition of approval.

Amendments to the Closure Schedule, including adding additional closures, shall be submitted to the Engineer, in writing, at least 3 working days in advance of a planned closure. Approval of amendments to the Closure Schedule will be at the discretion of the Engineer.

The Contractor shall confirm, in writing, scheduled closures at least 3 working days prior to the date on which the closure is to be made. Approval or denial of scheduled closures will be made not less than 2 working days prior to the date on which the closure is to be made. Closures not confirmed or approved will not be allowed.

Confirmed closures that are cancelled due to unsuitable weather may be rescheduled at the discretion of the Engineer for the next working day.

CONTINGENCY PLAN

The Contractor shall prepare a contingency plan for reopening closures to public traffic. The Contractor shall submit the contingency plan for a given operation to the Engineer within one working day of the Engineer's request.

LATE REOPENING OF CLOSURES

If a closure is not reopened to public traffic by the specified time, work shall be suspended in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. The Contractor shall not make further closures until the Engineer has accepted a work plan, submitted by the Contractor, that will insure that future closures will be reopened to public traffic at the specified time. The Engineer will have 2 working days to accept or reject the Contractor's proposed work plan. The Contractor will not be entitled to any compensation for the suspension of work resulting from the late reopening of closures.

COMPENSATION

The Contractor shall notify the Engineer of delay in the Contractor's operations due to the following conditions, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of those conditions, and the Contractor's loss due to that delay could not have been avoided by rescheduling the affected closure or by judicious handling of forces, equipment and plant, the delay will be considered a right of way delay within the meaning of Section 8-1.09, "Right of Way Delays," and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09:

- A. The Contractor's proposed Closure Schedule is denied and planned closures are within the time frame allowed for closures in "Maintaining Traffic" of these special provisions, except that the Contractor will not be entitled to compensation for amendments to the Closure Schedule that are not approved.
- B. The Contractor is denied a confirmed closure.

If the Engineer directs the Contractor to remove a closure prior to the time designated in the approved Closure Schedule, delay to the Contractor's schedule due to removal of the closure will be considered a right of way delay within the meaning of Section 8-1.09, "Right of Way Delays," and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09.

10-1.09 PORTABLE CHANGEABLE MESSAGE SIGN

Portable changeable message signs shall be furnished, placed, operated, and maintained at those locations shown on the plans or where designated by the Engineer in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Maintaining Traffic" of these special provisions regarding the use of the portable changeable message signs.

Full compensation for portable changeable message sign, including all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing, placing, operating, maintaining, repairing, replacing, transporting from location to location, and removing the portable changeable message signs as specified in these special provisions shall be considered as included in the contract lump sum price paid for traffic control system and no separate payment will be made therefor.

10-1.10 TEMPORARY CRASH CUSHION MODULE

This work shall consist of furnishing, installing, and maintaining sand filled temporary crash cushion modules in groupings or arrays at each location shown on the plans, as specified in these special provisions or where designated by the Engineer. The grouping or array of sand filled modules shall form a complete sand filled temporary crash cushion in conformance with the details shown on the plans and these special provisions.

Attention is directed to "Public Safety" and "Order of Work" of these special provisions.

GENERAL

Whenever the work or the Contractor's operations establishes a fixed obstacle, the exposed fixed obstacle shall be protected with a sand filled temporary crash cushion. The sand filled temporary crash cushion shall be in place prior to opening the lanes adjacent to the fixed obstacle to public traffic.

Sand filled temporary crash cushions shall be maintained in place at each location, including times when work is not actively in progress. Sand filled temporary crash cushions may be removed during a work period for access to the work provided that the exposed fixed obstacle is 4.6 m or more from a lane carrying public traffic and the temporary crash cushion is reset to protect the obstacle prior to the end of the work period in which the fixed obstacle was exposed. When no longer required, as determined by the Engineer, sand filled temporary crash cushions shall be removed from the site of the work.

MATERIALS

At the Contractor's option, the modules for use in sand filled temporary crash cushions shall be either Energite III Inertial Modules, Fitch Inertial Modules or Traffix Sand Barrels manufactured after March 31, 1997, or equal:

- A. Energite III Inertial Modules, manufactured by Energy Absorption Systems, Inc., One East Wacker Drive, Chicago, IL 60601-2076, Telephone 1-312-467-6750, FAX 1-800-770-6755.
 - 1. Distributor (Northern): Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, Telephone 1-800-884-8274, FAX 1-916-387-9734
 - 2. Distributor (Southern): Traffic Control Service, Inc., 1881 Betmor Lane, Anaheim, CA 92805, Telephone 1-800-222-8274, FAX 1-714-937-1070.
- B. Fitch Inertial Modules, manufactured by Roadway Safety Service, Inc., 1050 North Rand Road, Wauconda, IL 60084, Telephone 1-800-426-0839, FAX 1-847-487-9820.
 - 1.. Distributor (Northern): Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, Telephone 1-800-884-8274, FAX 1-916-387-9734
 - 2. Distributor (Southern): Traffic Control Service, Inc., 1881 Betmor Lane, Anaheim, CA 92805, Telephone 1-800-222-8274, FAX 1-714-937-1070.
- C. Traffix Sand Barrels, manufactured by Traffix Devices, Inc., 220 Calle Pintoresco, San Clemente, CA 92672, Telephone 1-949-361-5663, FAX 1-949-361-9205.
 - 1. Russ Enterprises, Inc., 1533 Berger Drive, San Jose, CA 95112, Telephone 1-408-287-4303, FAX 1-408-287-1929.
 - 2. Statewide Safety, P.O. Box 1440, Pismo Beach, CA 93448, Telephone 1-800-559-7080, FAX 1-805-929-5786.

Modules contained in each temporary crash cushion shall be of the same type at each location. The color of the modules shall be the standard yellow color, as furnished by the vendor, with black lids. The modules shall exhibit good workmanship free from structural flaws and objectionable surface defects. The modules need not be new. Good used undamaged modules conforming to color and quality of the types specified herein may be utilized. If used Fitch modules requiring a seal are furnished, the top edge of the seal shall be securely fastened to the wall of the module by a continuous strip of heavy duty tape.

Modules shall be filled with sand in conformance with the manufacturer's directions, and to the sand capacity in kilograms for each module shown on the plans. Sand for filling the modules shall be clean washed concrete sand of commercial quality. At the time of placing in the modules, the sand shall contain not more than 7 percent water as determined by California Test 226.

Modules damaged due to the Contractor's operations shall be repaired immediately by the Contractor at the Contractor's expense. Modules damaged beyond repair, as determined by the Engineer, due to the Contractor's operations shall be removed and replaced by the Contractor at the Contractor's expense.

INSTALLATION

Temporary crash cushion modules shall be placed on movable pallets or frames conforming to the dimensions shown on the plans. The pallets or frames shall provide a full bearing base beneath the modules. The modules and supporting pallets or frames shall not be moved by sliding or skidding along the pavement or bridge deck.

A Type R or P marker panel shall be attached to the front of the crash cushion as shown on the plans, when the closest point of the crash cushion array is within 3.6 m of the traveled way. The marker panel, when required, shall be firmly fastened to the crash cushion with commercial quality hardware or by other methods determined by the Engineer.

At the completion of the project, temporary crash cushion modules, sand filling, pallets or frames, and marker panels shall become the property of the Contractor and shall be removed from the site of the work. Temporary crash cushion modules shall not be installed in the permanent work.

MEASUREMENT AND PAYMENT

Temporary crash cushion modules placed in conformance with the provisions in "Public Safety" of these special provisions will not be measured nor paid for.

10-1.11 EXISTING HIGHWAY FACILITIES

The work performed in connection with various existing highway facilities shall conform to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

10-1.11A REMOVE TERMINAL SECTION

Existing terminal section, where shown on the plans to be removed, shall be removed and disposed of.

10-1.11B REMOVE CHANGEABLE MESSAGE SIGN STRUCTURES

Existing changeable message sign structures, where shown on the plans to be removed, shall be removed and disposed of.

Removing changeable message sign structures shall consist of removing posts, frames, anchorage components and portions of foundations.

A changeable message sign structure shall not be removed until the structure is no longer required for the direction of public traffic.

Concrete foundations may be abandoned in place, except that the top portion, including anchor bolts, reinforcing steel, and conduits shall be removed to a depth of not less than 0.5 meters below the adjacent finished grade. The resulting holes shall be backfilled and compacted with material equivalent to the surrounding material.

10-1.11C RELOCATE SHIP LADDER

Existing ship ladder to be relocated as shown on the plans and as directed by the Engineer.

760 mm cast-in-drilled-hole concrete pile for ship ladder shall conform to the provisions in Section 56-1, "Overhead Sign Structures," of the Standard Specifications and sign structures elsewhere in these special provisions.

Full compensation for relocating ship ladder (except 760 mm cast-in-drilled-hole concrete pile) shall be considered as included in the contract lump sum price paid for changeable message sign system (Number 61) and no separate payment will be made therefor.

10-1.11D EXISTING HIGHWAY PLANTING

In addition to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications, work performed in connection with existing highway planting shall be in conformance with the provisions in Section 20, "Erosion Control and Highway Planting," of the Standard Specifications and these special provisions.

Replacement planting shall conform to the requirements specified under "Preservation of Property" of these special provisions.

MAINTAIN EXISTING PLANTS

Existing plants shall be maintained as directed by the Engineer. Maintaining existing plants will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

REMOVE EXISTING PLANTS FOR TRENCHING

Removing existing plants for trenching shall conform to the provisions in Section 20-5.026, "Remove Existing Plants for Trenching," of the Standard Specifications and these special provisions.

Removing existing plants for trenching work or installation of metal beam guard railing shall consist of removing and replacing ground cover, pruning trees and shrubs within trench locations, and disposing of removed ground cover and prunings.

Replacement of removed ground cover within the maximum 1.8-m width, as specified in Section 20-5.026, "Remove Existing Plants for Trenching," of the Standard Specifications, will be required, except for trenches within 1.8-m of fences, curbs, dikes or shoulders.

Trees and shrubs adjacent to dikes, walks, fences, guard railing, and pavement edges may be pruned back 3 m from these facilities to facilitate trenching work or installation of metal beam guard railing. When trenching is to be performed adjacent to other trees and shrubs that cannot be avoided, the trees and shrubs may be pruned upon receipt of prior written approval of the Engineer.

Pruning shall include removal of deadwood, suckers, and broken or bruised branches 25 mm or larger in diameter. Pruning shall conform to the provisions in Section 20-4.055, "Pruning," of the Standard Specifications.

Removed ground cover and pruned materials shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Shrubs adjacent to dikes, fences, guard railing, and the edge of pavement within the 3-m pruned area designated above, that in the opinion of the Engineer should be removed after pruning, shall be removed and disposed of. Removing and disposing of the shrubs not otherwise provided for will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

Full compensation for removing existing plants for trenching work and replacing ground cover shall be considered as included in the contract prices paid for the various contract items of work involved no additional compensation will be allowed therefor.

10-1.11E EXISTING HIGHWAY IRRIGATION FACILITIES

In addition to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications, the work performed in connection with the various existing highway irrigation system facilities shall conform to the provisions in Section 20, "Erosion Control and Highway Planting," of the Standard Specifications and these special provisions.

Existing irrigation facilities are not shown on the plans. Irrigation facilities shall be checked in conformance with the provisions in "Check and Test Existing Irrigation Facilities," of these special provisions.

Water shall be maintained in conformance with the provisions in Section 20-5.025, "Maintain Existing Water Supply," of the Standard Specifications.

CHECK AND TEST EXISTING IRRIGATION FACILITIES

Existing irrigation facilities at each location of work, shall be checked in the presence of the Engineer for missing or damaged components and proper operation prior to performing any construction. Existing irrigation facilities outside of work areas that are affected by the construction work shall also be checked for proper operation.

A written list of existing irrigation system deficiencies shall be submitted to the Engineer within 2 working days after checking the existing facilities.

Deficiencies found during checking of the existing facilities shall be corrected as directed by the Engineer. Corrective work ordered by the Engineer will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

Repairs to the existing irrigation facilities ordered by the Engineer after checking and testing the facilities, and further repairs or modifications required thereafter as ordered by the Engineer will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

After all work is completed at each location, the irrigation facilities shall be checked in the presence of the Engineer and any damage to the existing and modified irrigation facilities caused by the Contractor's operations shall be repaired within 5 working days at the expense of the Contractor.

Full compensation for checking and testing existing irrigation facilities shall be considered as included in the contract prices paid meter for the various items of work involved and no additional compensation will be allowed therefor.

10-1.12 CLEARING AND GRUBBING

Clearing and grubbing shall conform to the provisions in Section 16, "Clearing and Grubbing," of the Standard Specifications and these special provisions.

Attention is directed to "Aerially Deposited Lead" of these special provisions.

The Contractor shall separate all vegetable growth and other objectionable material from the soils, and the soils shall remain on the site.

At locations where there is no grading adjacent to a changeable message sign structure, clearing and grubbing of vegetation shall be limited to 1.5 m outside the physical limits of the changeable message sign structure.

Existing vegetation outside the areas to be cleared and grubbed shall be protected from injury or damage resulting from the Contractor's operations.

Activities controlled by the Contractor, except cleanup or other required work, shall be confined within the graded areas of the roadway.

Nothing herein shall be construed as relieving the Contractor of the Contractor's responsibility for final cleanup of the highway as provided in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

10-1.13 MATERIAL WITH AERIALY DEPOSITED LEAD

Earthwork involving materials containing aerially deposited lead shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications and these special provisions.

Attention is directed to "Aerially Deposited Lead" of these special provisions.

The existing material within the top 0.6-meter in unpaved areas has been determined to contain aerially deposited lead.

Excavation, transportation, placement and handling of materials containing aerially deposited lead shall be processed without visible dust. The Contractor shall have a water truck available at all times while performing clearing and grubbing and earthwork operations in work areas containing aerially deposited lead.

The Contractor shall monitor the air quality during excavation operations in conformance with the requirements of the Contractor's health and safety plan prepared in conformance with the provisions of "Aerially Deposited Lead" of these special provisions. Results of the air quality tests shall be made available to the Engineer upon request.

Surplus excavated material designated as containing aerially deposited lead, which cannot be used as backfill material or used to raise the grade of the work area shall be sampled at a rate of one sample per 8 cubic meters of material. The samples shall be analyzed for lead in conformance with EPA Method 6010 or 7000 and California Waste Extraction Test for Soluble Lead. Sampling and analyzing the surplus material will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. If the surplus excavated material is designated as hazardous material, transporting and disposing of the material will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

Surplus excavated material with over 350 mg/kg total lead concentration, and less than 5 mg/L soluble lead, which is not covered by a variance and cannot be used as provided in Section 19-2.06, "Surplus Material," of the Standard Specifications, will not be designated as hazardous material and shall be disposed of at a Class 1 waste management facility. Registered transporters and manifesting will not be required for transporting and disposing of the material at a Class 1 waste management facility.

Sampling, analyses, and reporting of results for surplus materials not previously sampled will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

Full compensation for conforming to the requirements of this section involving materials containing aerially deposited lead, except as otherwise specifically provided in these special provisions, shall be considered as included in the contract prices paid for the items of work involved and no additional compensation will be allowed therefor.

10-1.14 SIGN STRUCTURES

Sign structures and foundations for overhead signs shall conform to the provisions in Section 56-1, "Overhead Sign Structures," of the Standard Specifications and these special provisions.

Before commencing fabrication of sign structures, the Contractor shall submit 2 sets of working drawings to the Engineer in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings." The working drawings shall include sign panel dimensions, span lengths, post heights, anchorage layouts, proposed splice locations, a snugging and tensioning pattern for anchor bolts and high strength bolted connections, and details for permanent steel anchor bolt templates. The working drawings shall be supplemented with a written quality control program that includes methods, equipment, and personnel necessary to satisfy the requirements specified herein and in the special provisions.

Working drawings shall be 559 mm x 864 mm or 279 mm x 432 mm in size and each drawing and calculation sheet shall include the State assigned designations for the contract number, sign structure type and reference as shown on the contract plans, District-County-Route-Kilometer Post, and contract number.

The Engineer shall have 20 working days to review the sign structure working drawings after a complete submittal has been received. No fabrication or installation of sign structures shall be performed until the working drawings are approved in writing by the Engineer.

Should the Engineer fail to complete the review within the time allowance and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the sign structure working drawings, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays."

The third paragraph of Section 56-1.01, "Description," of the Standard Specifications shall not apply.

A permanent steel template shall be used to maintain the proper anchor bolt spacing.

One top nut, one leveling nut, and 2 washers shall be provided for the upper threaded portion of each anchor bolt.

Surfaces of base plates which are to come in contact with concrete, grout, or washers and leveling nuts shall be flat to within 3 mm tolerance in 305 mm, and to within 5 mm tolerance overall. Faying surfaces of plates in high-strength bolted connections including flange surfaces of field splices, chord joints, and frame junctures, and contact surfaces of plates used for breakaway slip base assemblies shall be flat to within 2 mm tolerance in 305 mm, and within 3 mm tolerance overall.

Thermally cut holes made in tubular members of sign supports, other than holes in base and flange plates, shall initially be made a minimum of 2 mm undersized, and then be mechanically enlarged by reaming or grinding to the final required size and shape. All edges shall have a surface roughness of not greater than 6.35 μm . Round holes may be drilled to the exact final diameter. No holes shall be made in members unless the holes are shown on the plans or are approved in writing by the Engineer.

The sixth through the thirteenth paragraphs in Section 56-1.03, "Fabrication," of the Standard Specifications are amended to read:

- High-strength bolted connections, where shown on the plans, shall conform to the provisions in Section 55-3.14, "Bolted Connections," except that only fastener assemblies consisting of a high-strength bolt, nut, hardened washer and direct tension indicator shall be used.
- High-strength fastener assemblies, and any other bolts, nuts, and washers attached to sign structures shall be zinc-coated by the mechanical deposition process.
- An alternating snugging and tensioning pattern for anchor bolts and high-strength bolted splices shall be used. Once tensioned, high-strength fastener components and direct tension indicators shall not be reused.
- For bolt diameters less than 10 mm, the diameter of the bolt hole shall be not more than 0.80-mm larger than the nominal bolt diameter. For bolt diameters greater than or equal to 10 mm, the diameter of the bolt hole shall be not more than 1.6 mm larger than the nominal bolt diameter.
- Sign structures shall be fabricated into the largest practical sections prior to galvanizing.
- Ribbed sheet metal panels for box beam closed truss sign structures shall be fastened to the truss members by cap screws or bolts as shown on the plans, or by 4.76 mm stainless steel blind rivets conforming to Industrial Fasteners Institute, Standard IFI-114, Grade 51. The outside diameter of the large flange rivet head shall be not less than 15.88 mm in diameter. Web splices in ribbed sheet metal panels may be made with similar type blind rivets of a size suitable for the thickness of material being connected.
- Spalling or chipping of concrete structures shall be repaired by the Contractor at the Contractor's expense.
- Overhead sign supports shall have an aluminum identification plate permanently attached near the base, adjacent to the traffic side on one of the vertical posts, using either stainless steel rivets or stainless steel screws. As a minimum, the information on the plate shall include the name of the manufacturer, the date of manufacture and the contract number.

Steel members used for overhead sign structures shall receive nondestructive testing (NDT) in conformance with AWS D1.1 and the following:

A.

Weld Location	Weld Type	Minimum Required NDT
Welds for butt joint welds in tubular sections, nontubular sections, and posts	CJP groove weld with backing ring	100% UT or RT
Longitudinal seam welds*	PJP groove weld	25% MT
	CJP groove weld	100% UT or RT
Welds for base plate, flange plate, or end cap to post or mast arm	CJP groove weld	25% UT or RT
	Fillet weld	25% MT
* Longitudinal seam welds shall have 60% minimum penetration, except that within 150 mm of any circumferential weld, longitudinal seam welds shall be CJP groove welds.		

- B. A written procedure approved by the engineer shall be used when performing UT on material less than 8 mm thick. Contoured shoes shall be used when performing UT on round tubular sections under 1270 mm in diameter.
- C. When less than 100 percent of a weld is specified for NDT, and if defects are found during this inspection, additional NDT shall be performed. This additional NDT shall be performed on 25 percent of the total weld for all similar welds, as determined by the Engineer, produced for sign structures in the project. If any portion of the additional weld inspected is found defective, 100 percent of all similar welds produced for sign structures in the project, as determined by the Engineer, shall be tested.

Circumferential welds and base plate to post welds may be repaired only one time without written permission from the Engineer.

All ferrous metal parts of tubular sign structures shall be galvanized and shall not be painted.

Full compensation for furnishing anchor bolt templates and for testing of welds shall be considered as included in the contract price paid per kilogram for furnish sign structure and no additional compensation will be allowed therefor.

10-1.15 METAL BEAM GUARD RAILING

Metal beam guard railing shall be constructed in conformance with the provisions in Section 83-1, "Railings," of the Standard Specifications and these special provisions.

Attention is directed to "Order of Work" of these special provisions.

Line posts and blocks shall be wood.

Delete the ninth and eleventh paragraphs in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications.

The grades and species of wood posts and blocks shall be No. 1 timbers (also known as No. 1 structural) Douglas fir or No. 1 timbers Southern yellow pine. Wood posts and blocks shall be graded in conformance with the provisions in Section 57-2, "Structural Timber," of the Standard Specifications, except allowances for shrinkage after mill cutting shall in no case exceed 5 percent of the American Lumber Standards minimum sizes, at the time of installation.

Wood posts and blocks shall be pressure treated after fabrication in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," of the Standard Specifications with creosote, creosote coal tar solution, creosote petroleum solution (50-50), pentachlorophenol in hydrocarbon solvent, copper naphthenate, ammoniacal copper arsenate, or ammoniacal copper zinc arsenate. In addition to the preservatives listed above, Southern yellow pine may also be pressure treated with chromated copper arsenate. When other than one of the creosote processes is used, blocks shall have a minimum retention of 6.4 Kg/m³, and need not be incised.

SECTION 10-2. (BLANK)

SECTION 10-3. CHANGEABLE MESSAGE SIGN SYSTEMS

10-3.01 DESCRIPTION

Changeable message sign systems shall conform to all rules and regulations of the Federal Communications Commission and the provisions in Section 86, "Signals, Lighting and Electrical Systems," of the Standard Specifications and these special provisions.

Changeable message sign system work shall be performed at the following locations:

- A. CMS #44 - KP 11.4 Westbound Route 60 at Garfield Avenue.
- B. CMS #56 - KP 25.8 Eastbound Route 170 at Burbank Boulevard.
- C. CMS #57 - KP 6.1 Eastbound Route 134 at Forest Lawn Drive.
- D. CMS #61 - KP 87.0 Westbound Route 5 at Magic Mountain Weigh Station.
- E. CMS #73 - KP 53.6 Westbound Route 10 at Puente Avenue.
- F. CMS #74 - KP 22.6 Westbound Route 60 at Seventh Avenue.
- G. CMS #78 - KP 2.5 Westbound Route 134 at Pass Avenue.
- H. CMS #81 - KP 44.1 Westbound Route 210 at Allen Avenue.
- I. CMS #82 - KP 33.6 Eastbound Route 210 at Foothill Boulevard.
- J. CMS #89 - KP 15.2 Northbound Route 101 at Barham Boulevard.
- K. CMS #100 - KP 14.4 Westbound Route 210 at Wheatland Avenue.
- L. Transportation Management Center (TMC), Caltrans, District 7, Office, 120 S. Spring Street, Los Angeles, CA 90012.

10-3.02 CMS WORK RESTRICTIONS

CMS works shall subject to the following restrictions:

An individual CMS shall be considered to be "offline" for the duration of time that it is disconnected from AC power or disrupted from active communications with the TMC, such that messages cannot be displayed to public traffic through the exercise of remote control commands from the central CMS system located at the TMC.

Individual CMS locations shall be categorized according to the following groups:

Group I (Simple Replacement)

CMS # 56, 73 78, 81,

Group II (Reconstruction/Relocation)

CMS # 44, 57, 61,74, 82, 89,100

No individual Group I CMS shall be offline for more than 5 consecutive calendar days. No more than 3 CMS total from Group I shall be offline simultaneously.

No individual Group II CMS shall be offline for more than 20 consecutive calendar days. No more than 3 CMS total from Group II shall be offline simultaneously.

No more than a total of 5 CMS from Group I and Group II combined shall be offline simultaneously.

Upon approval by the Engineer, the Contractor may place a Portable Changeable Message Sign, at the Contractor's expense, conforming to the requirements in "Portable Changeable Message Sign," of these special provisions, in the vicinity of a CMS location in order to extend the duration that an individual CMS may be offline from the above listed time period restrictions. The exact location for placement of the Portable Changeable Message Sign will be determined by the Engineer. The Portable Changeable Message Sign shall be able to be remotely accessed for control of message displays from the TMC via electronic communications.

The Contractor shall obtain written approval from the Engineer, not less than 48 hours prior to the disconnection or disruption of services from any CMS site.

The Contractor shall notify TMC Support Personnel at least 48 hours prior to disruption of service of any CMS, conforming to the requirements in "Work at Transportation Management Center," of these special provisions.

10-3.03 WORK AT TRANSPORTATION MANAGEMENT CENTER

Work at the Transportation Management Center shall be in conformance with these special provisions, the "Section 10-4.," "System Testing" elsewhere in these special provisions and as directed by the Engineer.

Work in the District Office, including the Transportation Management Center, shall be limited to the hours between 6:00 a.m. and 4:00 p.m. Mondays through Fridays and between 7:00 a.m. and 3:30 p.m. on Saturdays, Sundays and designated legal holidays. The Contractor shall obtain approval from the Engineer a minimum of 48 hours before scheduling any work in the TMC. The TMC Systems Engineer, telephone number (213) 897-0329, shall be notified a minimum of 48 before access to the TMC is required.

Access to the Operations room in the TMC shall be limited to the time necessary to complete the portion of work within the room. Work within the room shall be done in a manner that will maintain the integrity of the room. The Contractor shall provide a clear walking path to all equipment in the TMC for TMC staff access.

Access to the Equipment room in the TMC shall be limited to the time necessary to complete the portion of work within the room. Work within the room shall take place only in the presence of the TMC Systems Engineer or designee. The Contractor shall protect all equipment within the Equipment room from damage. Access to hardware, electronics and peripheral equipment shall be limited to those items necessary for the Contractor to perform the required work.

The Contractor shall cooperate with other contractors, vendors and support personnel for ongoing system work that may be in progress at the TMC during the term of this contract. The Contractor shall coordinate with other contractors requiring access to the TMC for related CMS retrofit projects during the term of this contract.

10-3.04 COST BREAK-DOWN

Cost break-downs shall conform to the provisions in Section 86-1.03, "Cost Break-Down," of the Standard Specifications and these special provisions.

The Engineer shall be furnished a cost break-down for each contract lump sum item of work described in this Section 10-3.

The cost break-down shall be submitted to the Engineer for approval within 15 days after the contract has been approved. The cost break-down shall be approved, in writing, by the Engineer before any partial payment for the items of electrical work will be made.

10-3.05 MAINTAINING EXISTING AND TEMPORARY ELECTRICAL SYSTEMS

Attention is directed to "CMS Restrictions" elsewhere in these special provisions.

10-3.06 CONDUIT

Conduit to be installed underground shall be Type 1 unless otherwise specified.

The conduit in a foundation and between a foundation and the nearest pull box shall be Type 1.

Conduit shall be installed by the methods shown on the plans except as specified in these special provisions and as directed by the Engineer.

Conduit sizes shown on the plans and specified in the Standard Specifications and these special provisions are referenced to metallic type conduit. When rigid non-metallic conduit is required or allowed, the nominal equivalent industry size shall be used as shown in the following table:

Size Designation for Metallic Type Conduit	Equivalent Size for Rigid Non-metallic Conduit
21	20
27	25
41	40
53	50
63	65
78	75
103	100

When Type 3 conduit is placed in a trench, after the bedding material is placed and the conduit is installed, the trench shall be backfilled with slurry cement backfill meeting the requirements of Section 19-3.062 of the Standard Specifications, except the maximum size of aggregate shall be 10 mm (per gravel), containing not less than 150 kg of portland cement per cubic meter, to not less than 50 mm above the conduit before additional backfill material is placed.

When conduit is placed in a trench under paved shoulders, after the bedding material is placed and conduit installed, the trench shall be backfilled with slurry cement backfill as specified above to within 30 mm of existing shoulder surface.

After conductors have been installed, the ends of conduits terminating in pull boxes shall be sealed with an approved type of sealing compound.

Immediately prior to installing cables, all conduits shall be blown out with compressed air until all foreign material is removed.

Pull ropes for use when installing cables in conduit shall consist of a flat, woven, lubricated, soft-fiber polyester tape with a minimum tensile strength of 8000 N and shall have printed sequential measurement markings at least every meter. At least 1.2 meters of tape shall be extended beyond termination.

Trenching method is not allowed across freeway lanes, connectors and ramps.

10-3.07 PULL BOXES

Grout shall not be placed in the bottom of pull boxes.

10-3.08 CONDUCTORS AND WIRING

Splices shall be insulated by "Method B" or, at the Contractor's option, splices of conductors shall be insulated with heat-shrink tubing of the appropriate size after thoroughly painting the spliced conductors with electrical insulating coating.

The minimum insulation thickness, at any point, for Type USE, RHH or RHW wire shall be 1.0 mm for conductor sizes No. 14 to No. 10, inclusive, and 1.3 mm for No. 8 to No. 2, inclusive. The minimum insulation thickness, at any point, for Type THW and TW wires shall be 0.69 mm for conductor sizes No. 14 to No. 10, inclusive, 1.02 mm for No. 8, and 1.37 mm for No. 6 to No. 2, inclusive.

10-3.09 COMMUNICATION CABLE

Communication cable shall be supplied in the configurations as shown on the plans and specified in these special provisions designated 12P22 as shown on the plans. The communication cable shall meet the requirements of REA Specification PE-39 and the following:

Conductors shall consist of a solid wire of plain annealed high conductivity copper, smoothly drawn, circular in section, uniform in quality, free from defects and having a conductor size of number 22 AWG. Each conductor shall be insulated with a colored, high density polyethylene jacket. Insulated conductors shall be uniformly twisted to form pairs. The twisted length of the pairs shall vary to minimize cross talk. A non-hygroscopic dielectric tape shall be wrapped around the insulated pairs. A laid up core shall be wrapped with aluminum tape and bonded with an overlap to provide 100 percent shielding. A black, high molecular weight, medium or low density, polyethylene jacket shall be extruded over the shield. Filling compound materials used in the cable shall not support galvanic action.

The cables shall be color-coded using the REA standard color code.

The cable shall not be stressed beyond the manufacturer's minimum bending radius at any time. A dynamometer shall be used to measure installation tension and a tension limiting device shall be used to prevent exceeding the manufacturer's maximum pulling tension specification during installation. The tension on the tension limiting device shall be set at or below the manufacturer's maximum recommended pulling tension. The maximum measured pulling tension shall be recorded for each run of cable.

A single loop of cable with a minimum length of 3 meters shall be provided at each pull box in accordance with the plans. Cable shall be trained to the splice vault wall opposite any power cables tied with nylon ties and labeled with vinyl marking bands.

The Contractor shall carry out system integration testing to ensure that the communication cables perform as specified when used in operation with equipment installed under these special provisions and plans.

10-3.10 RELOCATING EXISTING CHANGEABLE MESSAGE SIGN ASSEMBLIES

Attention is directed to "Sign Structures" of these special provisions.

The Contractor shall relocate the existing changeable message sign (CMS) assemblies to the new sign structures, and shall make the field wiring connections to the terminal blocks in the sign assemblies and in the controller cabinets as shown on the plans and in conformance with these special provisions.

State forces will maintain the sign assemblies. The Contractor's responsibility shall be limited to conformance with the provisions in Section 6-1.02, "State-Furnished Materials," of the Standard Specifications.

10-3.11 PAYMENT

The contract lump sum prices paid for changeable message sign system at the locations involved shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in relocating the changeable message sign assemblies to the new sign structures, complete in place, including work at the Transportation Management Center (TMC), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

SECTION 10-4. SYSTEM TESTING

10-4.01 DESCRIPTION

The system testing shall cover twisted pair cable testing, channel card testing, data link testing, acceptance testing, physical inspection, performance testing and final acceptance that is required to validate the operational performance of the CMS communications system and described elsewhere in these special provisions.

10-4.02 TEST PLAN

Attention is directed to "Order of Work" elsewhere in these special provisions.

The Contractor shall develop an installation and test plan for approval, which details the method of installation and all testing for all material, equipment, and cable and the associated schedule of activities, based on these special provisions, plans, the manufacturer's recommended test procedures, and industry standard practices. Five copies of the test plan shall be submitted to the Engineer for approval. The Engineer will review then approve or disapprove the plan. If the Engineer rejects the test plan the Contractor shall submit a revised test plan for review and approval by the Engineer. No testing shall be performed until the there is an approved test plan has been approved by the Engineer. The tests shall demonstrate that the design and production of material and equipment meet the requirements of these special provisions and plans. All test results, including results of failed test or re-tests, shall be submitted and delivered to the Engineer and a copy placed with the equipment at the site. All test equipment shall be supplied by the Contractor.

The Contractor shall notify the Engineer of his intent to proceed with subsystem testing 48 hours prior to commencement of each test. Subsystem testing and inspections shall include visual inspection for damaged in or correct installation, adjustments and alignment, and measurement of parameters and operating conditions.

10-4.03 SUBSYSTEM TESTING

Subsystem testing shall encompass the testing of all material, equipment and cable after installation and reinstallation, but prior to acceptance tests. These tests shall be done in accordance with the performance testing called under each individual item in these special provisions.

Existing equipment and hardware shall be reinstalled in accordance with the plans and special provisions. All material, equipment and cable shall be tested after installation and reinstallation at the site. Subsystem testing and inspections shall include visual inspection for damaged or incorrect installation and reinstallation, adjustments and alignment, and measurement of parameters and operating conditions. The Contractor shall notify the Engineer of his intent to proceed with subsystem testing 48 hours prior to commencement of each test.

Installation documentation and test results shall be provided for all material, equipment and cable prior to commencement of acceptance tests. Installation documentation shall be in accordance with these special provisions and shall include the following as appropriate:

Model, part number and serial number for all material and equipment.

Test equipment model number, serial number, settings, and date of last calibration.

All strap and switch settings.

Record of all adjustments and levels.

Alignment measurements.
Identification of interconnections.
All factory, laboratory and site test results.

10-4.04 COMMUNICATION CABLE TESTING

The communication cable testing consists of testing the communication cable assigned for the CMS and drop cable. After all cable pairs are terminated, the Contractor shall test the continuity of the cable, looking for grounds, opens, shorts, and splits. Any anomalies shall be corrected.

The Contractor shall measure and record the loop resistance and insulation integrity of all communication cable between terminations. The measured value shall not deviate from the calculated loop resistance of the cable by more than 10 percent.

10-4.05 ACCEPTANCE TESTING

The acceptance testing shall be conducted in accordance with the approved test plan. The acceptance testing shall include conducting acceptance tests and subsequent retests, and documentation of the test results.

Final acceptance tests shall be conducted after the site and subsystem test results have been reviewed and accepted by the Engineer. These tests include the complete system in normal operations. The test plan shall address the full testing requirements of the specifications. The test plan shall detail all tests to be performed, the test results which are expected and the test schedule. The acceptance test plan shall include the following major test and acceptance categories:

Physical inspection.
Performance tests.

The Contractor shall test the CMS communications system according to the approved acceptance test plan and shall provide all test equipment, labor and ancillary items required to perform the testing. The test equipment shall be certified to be calibrated to the manufacturer's specifications. The model and part numbers and date of last calibration of all test equipment shall be included with the test results.

Acceptance testing shall not commence until all new and existing material required by these special provisions and plans are delivered, installed and reinstalled, and aligned and all production test and site test documentation and results have been approved by the Engineer.

All acceptance test results shall be fully documented and such documentation provided as a condition of acceptance.

10-4.06 PHYSICAL INSPECTION

The Contractor shall provide documentation to prove delivery of all material, equipment, cable and documentation. If any material or documentation is outstanding or have been replaced under pre-acceptance warranty a physical inspection and documentation shall be provided for this material. The physical inspection shall consist of inspecting all installed material to ensure workmanship satisfies the specified requirements.

10-4.07 PERFORMANCE TESTS

The Contractor shall conduct operational performance tests on the following:

All data links from CMS locations to the Transportation Management Center TMC).

Data tests shall be performed on all operational voice and data circuits using appropriate test equipment for the measurement of the following parameters:

End-to-end bit error rate tests shall be run from the TMC to each remote drop of each data circuit. A data test set shall be used at both the TMC and the remote modems to insert an asynchronous pseudo-random pattern using 8 data bits, 1 start bit, 1 stop bit and even parity. The data test set at the remote modem must hold RTS high for the duration of the data test. The data rate of the test sets shall be set to rate as employed in the system.

A 15 minute test on each drop of each multipoint circuit shall be error free in both directions. One drop of each circuit as chosen by the Engineer shall be tested for 72 hours. The average bit error rate in both directions shall be less than 1×10^{-6} .

Pulse-width distortion shall be defined as the difference between the data pulse width into a data channel port at the TMC and the pulse width out of the EIA-232C port of an interconnected drop modem.

Distortion shall be tested between the TMC and the selected field modem for each data circuit. The signal shall not have a gross span-stop distortion greater than 20 percent at any data interface measured as per EIA-404-A.

If any circuit or element fails to satisfy the specified performance requirements the Contractor shall determine the cause and correct the failure to the satisfaction of the Engineer. The full performance tests shall be repeated under operating conditions as determined by the Engineer.

10-4.08 FINAL ACCEPTANCE

The final acceptance of the system will not occur until all of the following conditions have been met as follows:

Physical, and full performance acceptance tests have been completed and the results are approved by the Engineer.
All connections that were changed to perform acceptance tests are restored and tested.

10-4.09 PAYMENT

The contract lump sum price paid for system testing and documentation shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in system testing, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, as directed by the Engineer.

SECTION 10-5. COMMUNICATION SYSTEM CUTOVER

10-5.01 DESCRIPTION

Communication system cutover is the orderly disconnection of existing CMS communications facilities and the connection, activation, testing and placing into operation of the new CMS communications system.

To minimize downtime of the system, cutover of field sites shall begin after the following tasks have been performed:

1. Perform pre-installation tests on all new equipment.
4. Perform subsystem testing on all channel cards and data links.

All testing listed above shall be performed as described in "System Testing," elsewhere in these special provisions.

The Contractor shall provide a detailed cutover plan to the Engineer for approval, at least 15 working days prior to the beginning of the existing CMS communications system cutover. The cutover plan shall be designed to minimize the downtime of each field site. The Contractor shall coordinate all cutover activity with the Engineer.

Except as otherwise provided in these special provisions, communications with the existing CMS shall be interrupted only during the hours specified and under the restrictions listed below for each individual system.

10-5.02 CMS RESTRICTIONS

The Contractor shall carry out CMS cutover subject to the following restrictions:

No two CMS's shall be disconnected or disrupted at any given time.

No CMS shall be disconnected or disrupted on a weekend, beginning at 9:00 p.m. Friday evening until 9:00 a.m. Monday morning.

No CMS shall be disconnected or disrupted before 9:00 a.m. or after 10:00 p.m. or between the hours of 3:00 p.m. and 7:00 p.m. of any day.

No CMS controller shall be disconnected from AC power for more than 15 minutes in any 24 hour period without written approval from the Engineer.

The Contractor shall obtain written approval from the Engineer, not less than 24 hours prior to any testing, disconnection or disruption of service from the existing CMS system site.

10-5.03 PAYMENT

The contract lump sum price paid for communication system cutover shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in communication system cutover, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.